CREAM!
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See
Last Page.
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8.00	,, ,,	10.00	,, ... ,,	10 ,,
10.00	,, ,,	11.00	,, ... ,,	15 ,,
11.30	,, ,,	12.45 p.m.	... ,,	15 ,,
12.45 p.m.	,,	1.15	,, ... ,,	10 ,,
1.15	,, ,,	1.45	,, ... ,,	15 ,,
1.45	,, ,,	2.15	,, ... ,,	10 ,,
2.15	,, ,,	5.00	,, ... ,,	15 ,,
5.00	,, ,,	8.10	,, ... ,,	10 ,,

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12.00 noon	,,	1.00 p.m.	... ,,	10 ,,
1.00 p.m.	,,	5.00	,, ... ,,	15 ,,
5.00	,, ,,	6.00	,, ... ,,	10 ,,
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	Mukden ,,	Ar.	1.50 p.m.	,,	,,	,,
Y 14.95	,,	Lv.	2.10 ,,	,,	,,	,,
	Dairen ,,	Ar.	10.20 ,,	,,	,,	,,
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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

AUSTIN.—At 58, The Peak, on the 26th inst., to Mr. and Mrs. A. R. AUSTIN, a son. [1373

DEATH.

HANDEL.—On November 20, at Shanghai, GERTRUD HANDEL, beloved wife of W. HANDEL, aged 28 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 27TH, 1913.

IT is very evident from the news published yesterday from our Canton correspondent that the present state of China is not quite so peaceful as it seems. The vernacular Press has been effectually muzzled, so that no incitement comes from that quarter. No fewer than nine vernacular newspapers have been suspended in Canton during the past few months for having published articles calculated to disturb the public peace, and in other places farther North the Kuomintang newspapers, whether published in the vernacular or in a foreign language, have either been suppressed by order or have anticipated such an order by voluntary suicide. Even foreign Press messages on the situation in China have been censored at the Peking telegraph offices, and when such notifications are issued as those reported from Canton—the one indicating apprehension on the part of the War Office over the reported return to China of two or three of the rebel leaders who recently fled the country; the other directing that ten prisoners, most of them military men, shall be shot forthwith for conspiring to organise a "third revolution"—the public must begin to wonder whether peace and order is as assured in China as it is officially declared to be. It will doubtless have been noticed that the notification published by the TUTUH gives no indication of the special cause of dissatisfaction which conduced to this alleged plotting. There is nothing to show that it was inspired by any patriotic ideal, and we are left to assume that these soldiers or ex-soldiers are men of the type described by Sir WALTER HILLIER in his speech at the China Association banquet as belonging to the hordes which take up soldiering as a trade and looting as a diversion, men who are ready to transfer their allegiance to whichever side offers to pay them best. But, if it is somewhat alarming to learn for the first time from an order for the summary execution of ten conspirators that preparations for a "third revolution" have been in progress, it is at all events satisfactory to learn in the same way that the Canton authorities are exercising such vigilance that they are able to frustrate these evil designs. Nothing but harm can come of these "revolutions," and the TUTUH will be congratulated upon this evidence that he has the situation well in hand and is well-informed as to what is happening. There is still no confirmation of the news that HIS EXCELLENCY has been somewhat seriously wounded by a would-be assassin, among his body-guards, and it will be hoped that this report has no basis in fact. There is one feature of the notification which will not, we imagine, escape the attention of the Hongkong Government. We refer to the statement that the conspiracy is engineered by rebel factions in Hongkong and Macao. The evidence given at the Court-Martial would seem to have very conclusively pointed to this. If this be so, the proper course for the Canton Government to adopt would be to communicate this evidence to the Hongkong Government and ask for its help in the matter. In its own interests the Hongkong Government would be only too anxious to prevent this Colony being used as the headquarters of a criminal organisation plotting rebellion in the neighbouring Province, and if there exists good evidence that the hospitality of this Colony is being so abused the Canton Government ought from past experience to feel well assured of the readiness of the Government of Hongkong to take the necessary measures to suppress such an organisation and to punish the plotters.

H.M.S. *Minotaur* and *Newcastle* arrived in port yesterday from the North. The Japanese cruiser *Tatsuta* also arrived.

We notice that on Trafalgar Day a large laurel wreath "To the memory of Nelson from the Hongkong Branch of the Navy League" was placed at the N. W. corner of the Nelson Column in Tratalgar Square, London.

Major Gilbert Drage, who was last employed in command of the Royal Marine detachment in H.M.S. *Minotaur*, on the China Station, from March, 1911, to May, 1912, has retired, having completed his twenty-third year of service.

Mr. F. W. Carpenter, who for the past twelve months has been the United States Minister at Bangkok, has relinquished the appointment to the great regret of the American community in the Siamese capital. Mr. Carpenter is proceeding to America *via* Japan.

It is not the general rule of Alpinists to visit the Japanese Alps after the late summer, but four British naval officers have proved recently that such a trip is possible. The *Japan Gazette* learns from a correspondent a few particulars of an interesting journey made by Lieutenants Egerton and Boxton and Sub-Lieutenants Bevin and Evans, of H.B.M.S. *Minotaur*. These officers started out from Kamikochi to climb the centre peaks in the Northern Japanese Alps. They nearly made the ascent of Miyodaka, but when about three or four hundred feet from the summit were compelled to retrace their steps owing to the thick coating of ice and to a lack of proper Alpine appliances. However, they ascended the volcano Yokodaki, the upper part of which was covered with snow, and also made the ascent of Kazumidaki, a rather striking peak immediately in front of Kamikochi Onsen. What struck the officers most was the magnificence of the autumn tints, especially in the valley of Shimajima.

HONGKONG CRICKET CLUB.

The following will represent the Hongkong Cricket Club against the Royal Navy in the Triangular League on Saturday, 29th November, on the Club ground, play to commence at 2 p.m.:—R. Hancock (Captain), R. N. Anderson, G. E. Aubrey, F. K. Brownrigg, C. C. Clarke, A. A. Claxton, P. H. Cobb, D. E. Donnelly, A. L. Gace, H. Hancock, T. E. Pearce, and R. P. Thursfield.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE INDIAN UNREST IN SOUTH AFRICA.

A FATAL COLLISION WITH POLICE.

DURBAN, November 26th.

Indians have broken out at Esperanza, on the south coast of Natal. In a collision with the police three Indians were killed and 20 wounded.

Reuter's agency has been informed that an exchange of views is in progress between the Indian and the Colonial Offices. The latter is communicating with the Union regarding the Viceroy's Memorandum.

Sir Louis Botha's announcement is viewed in official circles as sound and fair, and much is hoped from the mission of General Smuts to Natal. The situation, however, is regarded as being full of difficulties, and not one for Imperial interference. The real need is exercise of moderation, more especially as both sides from their own points of view are in the right.

It is pointed out that Mr. Fisher saw Lord Crewe and Mr. Harcourt on the subject. Moreover, it is stated publicly that a *modus vivendi* is possible if the Indians are moderate. Therefore it is felt that while the just grievances of the Indians are admitted it is not in their interest to raise fresh grievances and keep changing ground. On the other hand a declaration on the Indian side that South Africa promised an amendment to the law which was not carried out has given Indians an excuse for a strike which would otherwise be wanting. Mr. Fischer when in London emphasised to the Imperial Government that the suggestion of an Indian enquiry would be interfering in internal affairs, and would thus be unwelcome.

Mr. Hamar Greenwood, M.P., speaking at the West Indian Club, deplored the ignorance of members of the Cabinet of the conditions existing in the Dominions. Nothing was fraught with greater danger than the hasty, and sometimes abusive criticism of General Botha in reference to the Indians, and it was not in the interests of Imperial unity that the head of the Union Government should be berated in a public dispatch by the Viceroy.

Sir G. C. M. Birdwood, in a letter to *The Times*, states that the great error of the Indians has been in associating themselves with Central African blacks in complaining of the colour bar. He says that the Hindu caste system is impregnably based upon the colour bar.

THE VICEROYALTY OF INDIA.

LONDON, November 26th.

The *Times*, discussing the question of the Viceroyalty of India, says that Lord Hardinge's official career was never intended to end with the Viceroyalty. It is generally believed that he will in due course return to the diplomatic service, probably as Ambassador to Paris, and circumstances may necessitate his doing so considerably earlier than the end of 1915. There is general agreement that should Lord Kitchener again become a candidate for the Viceroyalty, the post would not again be given another.

INDIAN SPECIE BANK'S AFFAIRS.

BOMBAY, November 26th.

The petition for winding up the Indian Specie Bank was dismissed. The Judge congratulated the manager of the Bank upon the unanimous confidence shown in himself and the directors by the shareholders.

THE PORTUGUESE COLONIES.

RUMOURED ANGLO-GERMAN INTERVENTION DENIED.

LISBON, November 26th.

The Foreign Minister, in the course of a public lecture, formally denied the recurring rumours of an Anglo-German agreement in connection with intervention in Portuguese Colonies. A large and distinguished audience applauded greatly.

THE MONGOLIAN MISSION.

ST. PETERSBURG, November 26th.

The Mongolian Mission has gone to Lividia, where the Court is staying.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE CAMPAIGN.

BUYING RIFLES AND ENROLLING OFFICERS.

LONDON, November 26th.

Mr. A. Birrell, speaking at Bristol, emphatically denied that the Cabinet was divided on the subject of Ulster.

Colonel Hickman, in the course of an address at Wolverhampton, said that he was buying rifles, and enrolling past and present Officers of the Army and Navy to help Ulster.

LATER.

It is stated that ten thousand were enrolled at the Rotunda, Dublin. A manifesto which has been issued says that Volunteers will form a permanent element of national life under a National Government as a guarantee that the liberties of the Irish people will be secured.

RIOTOUS SCENES IN DUBLIN.

Eight thousand people assembled at the Rotunda rink, Dublin, to enrol in the Nationalist Volunteer Force. Some of the speakers having employed free labour, the transport workers outside were riotous, and there was some revolver firing. Students exploded fireworks, and windows were smashed.

VOLUNTARY SERVICE IN ENGLAND.

SCHEME FOR POPULARISING THE TERRITORIALS.

LONDON, November 26th.

Mr. Asquith receives a deputation of the Council of Territorials to-day. It is announced that a scheme will be submitted in order to popularise the force, including bonuses and concessions to officers and men, and preference for Government posts. Also, employers will be allowed £30 free of income-tax for each Territorial in their service.

SUGAR PRODUCERS' OFFER TO ENGLISH BUYERS.

LONDON, November 26th.

Four large Continental sugar producers offer a rebate of 1½d. per cwt. to English buyers. The scheme is a topic of discussion in the market, and the opinion is expressed that as sugar is cheap enough without artificial aids it is unlikely to be adopted.

HIGH FLIER KILLED.

LONDON, November 26th.

M. Perryon, the world's highest flier, whilst testing a new monoplane at an aerodrome at Buc, fell a distance of fifty feet and was killed, being crushed by the engine.

LARKIN AND HIS METHODS.

LONDON, November 26th.

Mr. Ashton, Secretary of the Miners' Federation, has issued a statement condemning Larkin and his methods. He says that a national strike would be a silly thing.

CANADIAN SLOOP RETURNS.

VANCOUVER, November 26th.

The sloop *Algerine*, which was ordered to proceed to the west coast of Mexico, has now returned, having lost a propellor.

ESPIONAGE IN EUROPE.

BERNE, November 26th.

The Government has ordered the expulsion of Captain Larguier, the French Military Officer attached to the French Ministry for War, and also his alleged accomplices, Menozzi and Rosette, in connection with the charges of espionage in Italy to the detriment of Italy, Switzerland, and Germany.

BRITISH NAVAL OFFICERS AT CAIRO.

CAIRO, November 26th.

Lord Kitchener gave a ball in honour of the British Naval officers who are visiting Cairo. It was a splendid entertainment, and proved a great success.

FRENCH MINERS' STRIKE CRUMBLES.

LONDON, November 26th.

The French miners' strike has crumbled, and the resumption of work is almost general.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

MARRIAGE OF PRESIDENT WILSON'S DAUGHTER.

WASHINGTON, November 26th.

President Wilson's daughter, Jessie, was married to Mr. Francis Sayre, of New York, at the White House. There was a brilliant assemblage of four hundred guests, including Ambassadors in uniform.

The bride and bridegroom are both energetic social workers. The bride gave up her ambition to become a foreign missionary at the instance of her family, and Mr. Sayre has abandoned legal work and becomes an educationalist.

OBJECTION TO THE WORD "OBEY."

The word "obey" was omitted from the marriage service of President Wilson's daughter, which was Presbyterian.

MR. A. CHAMBERLAIN THE GUEST OF MR. CHURCHILL.

LONDON, November 26th.

The Times states that Mr. Austen Chamberlain will be the guest of Mr. Winston Churchill, on board the Admiralty yacht, *Enchantress*, after the launch of the oil Dreadnought, *Warspite*, at Devonport.

Political circles are much interested in the meeting, owing to the similarity of views of Mr. Churchill and Mr. Chamberlain upon the federal solution of the Irish problem.

TROPICAL AGRICULTURE.

COLLEGE SCHEME MAKING PROGRESS.

LONDON, November 26th.

The London Committee, under Colonel Sir Henry E. McCallum, has drawn up a scheme for the establishment of a college, which will now be considered. Ceylon has asked Professor Wyndham Dunstan, who is about to visit Ceylon, to represent it on the Committee, and to confer with the Board of Agriculture, and also the Ceylon Planters' Association with reference to details. The financial subcommittee, which has been soliciting the support of planting and other commercial firms in England, has made such satisfactory progress, that it is hoped to give effect to the scheme in the course of 1914.

FRENCH DESTROYER'S NARROW ESCAPE.

SMYRNA, November 26th.

The French torpedo destroyer *Spahi*, with the French Consul-General and party, was returning from Vouria to Smyrna, and when passing a mine field one of the mines exploded. There was great excitement, but fortunately no one was injured.

JACK JOHNSON'S NEW ROLE.

PARIS, November 26th.

Jack Johnson, the notorious pugilist, appeared at a music hall in Paris as a catch-as-catch-can wrestler, defeating a German named Urbach in two falls.

BOXING.

NEW YORK, November 26th.

Freddie Welsh outfought and outboxed Phil Bloom in a ten-round contest.

DEATH OF WELL-KNOWN ASTRONOMER.

LONDON, November 26th.

The death is announced of the well-known astronomer, Sir R. S. Ball.

[Deceased, who was born at Dublin in 1840, was Lowndean Professor of Astronomy and Geometery, Cambridge; Director of the Cambridge Observatory since 1892; Royal Astronomer of Ireland, 1874-92; Scientific Adviser to the Commissioners of Irish Lights from 1884; ex-President of the Royal Astronomical Society; ex-President of the Mathematical Association; and ex-President of the Royal Zoological Society of Ireland. He is the author of numerous publications on astronomy.]

"LABBY'S" LAST JOKE.

Mr. Algar Thorold, in his biography of his uncle, Henry Labouchere, says:—"The earliest remark of Mr. Labouchere's that I have recorded in this book was a jest, and so was the last I heard him utter. On the afternoon of the day before he died, as I was sitting at his bedside, the spirit lamp that kept the fumes of eucalyptus in constant movement about his room, through some awkwardness of mine, was overturned. Mr. Labouchere, who was dozing, opened his eyes at the sound of the little commotion caused by the accident, and perceived the flare-up. 'Flames?' he murmured interrogatively. 'Not yet, I think.' He laughed quizzically, and went off to sleep again."

DISASTROUS COLLISION IN THE HARBOUR.

JAPANESE STEAMER SINKS YAUMATI FERRY LAUNCH.

As the result of a collision between the Japanese steamer *Soshu Maru*, belonging to the Osaka Shosen Kaisha, and the Yaumati ferry launch *Wa Sang*, a number of people were drowned in the Harbour yesterday morning. The guesses range from 12 to 40, but only five dead bodies have been recovered.

The ferry left the wharf on the Hongkong side of the water at about 8.30 a.m., having on board about 60 passengers, besides the crew. Some little distance out, whilst she was coming round one of the two Blue Funnel steamers moored almost in mid-channel, the *Soshu Maru*, which was heading eastward and was making a passage between two Blue Funnel liners, cut right into her, and she sank almost immediately, the crew and passengers being precipitated into the water. Several launches luckily happened to be in the vicinity, and about thirty of the passengers were picked up and conveyed to the Kowloon wharves where doctors were employed for some time attending to those who had suffered most by the immersion. An Admiralty launch picked up two coxswains, two firemen, two sailors and one or two passengers.

All the passengers on the launch were Chinese with the exception of two—Mr. Curwen, headmaster of the Government School at Yaumati, who was quickly picked up, and an Indian, who had a most exciting and extremely narrow escape from drowning. After the collision, he swam straight for the Praya, and was pulled ashore in an exhausted condition. He was removed to the Wing Kee Company's premises on the Praya, where restoratives were applied, and the man soon recovered.

Tickets are not issued on the Yaumati ferries, which are Chinese-owned, and it is therefore impossible to ascertain exactly how many people were on the launch at the time of the accident, and consequently there are no means of learning precisely how many lives have been lost. The bodies so far recovered are those of three men one woman and a baby.

THE CAUSEWAY BAY MURDER.

A REPRIEVE.

We understand that H.E. the Officer Administering the Government has reprived the Chinese youth who was sentenced to death at the October Criminal Sessions for the murder of a girl at Causeway Bay.

It will be remembered that the verdict of the jury who tried the case was a unanimous one, and the Chief Justice in sentencing the prisoner to death, said he did not think it possible for any person who had heard the evidence to have arrived at any other conclusion, and his Lordship added that so far as he knew there could be little hope for mercy for the prisoner in this world.

The prisoner is little more than a boy and we presume the reprive has been granted on the ground of his youth.

A FAMILIAR STORY.

At the Magistracy yesterday, before the First Magistrate (Mr. F. A. Hazeland), a Chinese coolie was charged with being in unlawful possession of a quantity of lily root. He alleged that it was given him by the godown keeper, and called the latter, who said his statement was true. His Worship questioned the godown keeper as to whether the root belonged to his firm, and the witness replied that it did, and affirmed that he had authority to give it away.

Inspector Dymond said it was the old, old story. Had he known the defendant was going to call the godown keeper he would not have prosecuted. They had had several of these cases, and the same story was used. He could not call the owners of the godown, as they declined to prosecute, but directly the godowns began to lose a good deal then they rushed to the police about it.

The defendant was discharged, and his Worship ordered the godown keeper, when next he gave a coolie anything, to give him a chit also setting out where he got it from.

AN AFFRAY AMONG LEGATION GUARDS.

FIGHT BETWEEN JAPANESE AND ITALIANS.

The following paragraph is extracted from the *Peking Daily News* of the 14th inst.:—

Unfriendly feelings have existed between the Japanese and Italian soldiers of the Legation Guards for sometime. On the night before last, two Japanese and two Italian soldiers got into a dispute and fought on a street near the legation. The Japanese came back to the Guard House and informed his fellow soldiers who were on duty. Those men had bayonets with them and proceeded out of the barracks to the Glacis. There they encountered three Italian soldiers, who were not those who had the previous fight. Nevertheless the Japanese soldiers set upon the Italians, and attacked them. They stabbed one Italian soldier in the neck and another in the stomach, and cut three fingers and injured the arm of the third. The wound on the arm is so severe that the arm has to be amputated. It is expected one or more Italians may die.

SUPREME COURT.

Wednesday, November 27th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

THE BANK-NOTE CASE.

The hearing was continued of the case in which Ma Yuk Fai and Ma Kwan are charged with having in their possession, without lawful excuse, 12,500 notes of the Provincial Government of Kwangtung, of the face value of $5 each, the said notes having been stolen outside the Colony.

A witness named Chung Chun Lam, an officer in the Cash Department of the Canton Treasury, and who also has charge of the payments out, said that Kwangtung notes and Kwangtung subsidiary silver were current in Canton. Imperial and Republican notes were received into the Treasury, and, in 1912, there was an authorised issue of 2,000,000 $5 notes.

Mr. Potter—What was the amount of that issue?

Mr. Slade strenuously objected to this question. The actual issues should be proved by the best evidence obtainable, for notes could only be issued from the department on requisition. The correct way of proving the issue was by executive documents under which the issue was made, and not by the word of mouth of an individual employee in the department. It was absolutely essential that precise figures and precise dates should be given regarding the issue.

His Honour remarked that if the figures and dates were not precise that would be a point in favour of the defence.

Mr. Slade—It is not the best evidence when a witness can only say "about"

His Honour—But that may be merely Chinese politeness. You may subsequently find that he knows exactly to a tick. It seems to me that so far the objection is not one of substance.

Witness stated the amount of the issue, whereupon Mr. Potter asked witness if he knew when the new $5 notes were paid out by the Treasury this year.

Mr. Slade—My objection is substantially the same. I want the record of the issue. We have absolutely no means of arriving at the exact figure, except by this man's memory.

Subsequently witness said that the notes were issued on the 20th July, and that the issue of $5 notes between the 20th July and 11th August totalled 1,000,000.

Mr. Potter then asked for what purpose the notes were issued.

Mr. Slade made a further objection. How could that man know for what purpose the money was paid out? If the Crown were going to prove the purpose, that would also have to be by executive order. He was not taking that point as a technical objection, but the defence did not believe that the money was issued for the payment of the troops at all. It was mere hearsay and not evidence; hearsay could not be evidence.

His Honour expressed the opinion that there should be some proof of the order which was issued regarding the notes.

Mr. Potter said that there had been great disturbance in Canton, and documents and the like had been lost. However, they could always look and try and find them. It did not really matter whether the million dollars were paid for the payment of the troops or not. The objection, he thought, seemed absurd.

His Honour—I cannot take that answer. I want written particulars regarding the purpose for which this money was paid.

Mr. Potter—Oh, well, we will endeavour to obtain that.

Another witness from the Treasury said, in reply to Mr. Slade, that he had made himself notorious as an identifier of notes.

Mr. Slade jocularly asked—You can, I suppose, say if a certain piece of string, which has been tied round notes in a certain manner, has been tampered with?

Witness' reply in the affirmative was received with undisguised amusement. He added that he had done this several times on behalf of the Canton Government, and also that "old" notes were tied with string and the new ones with grass paper.

Witness, pressed regarding this matter, said that Imperial notes were tied with string, and Republican notes with grass paper.

Mr. Slade—What? Is it *infra dig.* to use string, or more superior to use grass paper? Is string a badge of virtue? (Laughter.)

Witness amended his previous reply by stating that all the old Imperial notes were tied with string.

Mr. Slade then asked—Your powers of identification of notes received a rude shock at the commencement of this case, didn't they?—They were identified by another witness, and he was at fault.

Several other Treasury employees were called as witnesses. One of these was asked by Mr. Slade—In consequence of your change of evidence you are, I think, still in the employ of the Treasury; there was the danger of a "firing spot" perhaps?—Without comment witness replied that he was still in the employ of the Treasury.

The further hearing was adjourned until this morning.

ACTIONS AND REACTIONS IN CHINA.

II.—FOREIGN RELATIONS.

[CONTINUED.]

THE UNITED STATES.

Dr. Yung Wing's educational mission to the United States has already been mentioned: some measure of its fruits can be gained by scanning a list of the prominent officials of China and selecting those of American education, Sir Chentung Liang Ch'eng, Chou Tzu-chi, Jême Tien Yow, M. T. Liang, Liang Shih-yi, Liang Tun-yen, Alfred Sze (Shih Shao-chi), T'ang Shao-yi, C. T. Wang, Wang Ch'ung-hui, Wen Tsung-yao, Wu T'ing-fang, Yen Hui-ch'ing, Lew Yuk Lin, and Tong Kai-son are some of the names that will at once occur to the mind, and it will be remarked that they are all those of men who held office of the highest rank under the Manchus or now occupy it under the Republic, while the part played during the revolution by three of them would certainly justify them in claiming that they had a large share in moulding the fate of China. Wen Tsung-yao and Wu T'ing-fang directed the foreign policy of the Republicans during the revolutionary struggle, and by their threats of anti-foreign outbreaks and of future repudiation by the Republicans did all in their power to prevent the granting of loans to the Imperialists. T'ang Shao-yi was the Imperialist delegate at the Peace Conference at Shanghai; everything would indicate that he went to the Conference with his mind already made up that it could have but one possible result, and by his acceptance of the proposal for submitting the future of the country to the verdict of a National Convention he made certain the advent of the Republic. By way of contrast, although it would be possible to draw up far more lengthy lists of the names of Japanese students who took an active part in the revolutionary movement and in the subsequent activities of the Republic, there would be found to be few of them who could claim to be included in the first rank of Chinese politicians, the "Who's Who," of the China Year Book, for instance, includes the names of 39 officials of Japanese education, but of these only a few can claim to be really well-known: Li Yüan-hung, Hsiung Hsi-ling (who, however, also studied in Europe). Yin Ch'ang-heng (the Commander of the Szechuanese Tibetan Expedition), and, a significant trio, Huang Hsing, Hu Han-min, and Li Lieh-chün.

After what has already been said about the education of Chinese in Japan, it is not difficult to draw conclusions from a comparison of the above two lists of names. While the result of sending students to Japan has been that they have in many cases imbibed revolutionary doctrines and little else, the American students, though they often exhibit in a marked degree the self-sufficiency and conceit that are prevalent in Young China, also gain such a degree of Western education as to give them a new outlook on the affairs of their country and to enable them to bring new ideas and fresh habits of thought to bear on the problems of their land. As a very rough generalization, it might be said that the Japanese educated students furnished the hands of the movement—the agitators and local leaders—the brains of the revolution consisted of American educated students. Lest such a comparison should seem to press unduly heavily on Japan, it should be remembered that, especially of late years, and also at the commencement, the American students have been picked men, and, furthermore, it is fairly certain that only those who are really bent on education, and are prepared to devote some considerable time to it, would incur the expense and the long sea voyage which a course in the United States involves.

Without examining at length the future of education in China, it may be asserted as a broad generalization that many years must elapse before anything approaching an efficient higher education will be attainable in the country; that is to say, the movement for education abroad is likely to go on unchecked for some considerable time, and, especially with all the above examples of American educated students in high places, it is in any case unlikely that the flow of students to the United States will be obstructed in any way. There is also another point that will prevent the possibility of the advent of the Republic affecting prejudicially this movement: when the United States returned, or waived, the balance of the Boxer indemnity she did so on the understanding that the funds so saved for China should be devoted to sending youths to the United States for education, thus at one and the same time gaining *kudos* for "an unparalleled act of international generosity," and ensuring that for some years to come she should take a prominent part in a traffic which was found to be highly advantageous, both directly and indirectly.

A feature that distinguished the relations of the United States and China in the early days was the ultra-sympathetic attitude of the former, and her willingness to go further than most European countries in acceding to China's requirements. Thus, while Great Britain and France were knocking their loudest at the front door and doing all in their power to make China admit them by the ordinary route *vid* Taku and Tientsin, the United States' Commissioner was complaisant enough to enter by "some other way," to adopt, in fact, the Peitang route to the capital that Sir F. Bruce had already refused on the ground of its derogatory associations. As was but to be expected, such complaisance was taken advantage of by the Chinese, and the embassy was submitted to gratuitous indignities. "We were lodged in a well-furnished house and luxuriously fed, but we were guarded like criminals. . . . When a party of Russians, Ignatieff among them, no doubt, came to our door in the city, they were rudely expelled by our guards, and not even a visiting card was allowed to come in," says Dr. Martin, the interpreter to the Mission. Finally the mission had to leave Peking without obtaining audience of the Emperor (the *K'ou-t'ou* difficulty proved insuperable), and had to be content with an exchange of ratifications at Peitang.

Instances of this same tenderness for Chinese susceptibilities can be found much earlier, and this sentiment might be said to be characteristic of America in China from the beginning. In 1821, a sailor on an American ship was alleged to have killed a Chinese by accident. After holding a travesty of a trial, the Chinese officials demanded that he should be handed over for execution, which was, ultimately done, and the unfortunate sailor was strangled within 24 hours. The attitude of the United States was, at the time, defined in the following declaration: "We are bound to submit to your laws while we are in your waters: be they ever so unjust, we will not resist them."

Another instance of American sentiment towards China was furnished by the Burlinghame Mission, which took its name from the American Minister at Peking, who was its leading member. Its object is described by Professor Giles as having been "to bring to the notice of foreign governments China's right, as an independent Power, to manage her internal affairs without undue interference from the outside." Burlinghame died before the mission was two years old, and the effort came to an abrupt conclusion without any sign of progress towards the attainment of its end or of the realization of Burlinghame's optimistic prophecy that within a few years there would be "a shining cross on every hill in the Middle Kingdom."

The opium trade furnishes another characteristic episode. Article II. of the United States Supplemental Treaty, 1880, provides:—

"The Governments of China and of the United States mutually agree and undertake that Chinese subjects shall not be permitted to import opium into any of the ports of the United States; and citizens of the United States shall not be permitted to import opium into any of the open ports of China, to transport it from one open port to any other open port, or to buy and sell opium in any of the open ports of China. This absolute prohibition, which extends to vessels owned by the citizens or subjects of either Power, to foreign vessels employed by them, or to vessels owned by the citizens or subjects of either Power, and employed by other persons for the transportation of opium, shall be enforced by appropriate legislation on the part of China and the United States; and the benefits of the favoured nation clause in existing Treaties shall not be claimed by the citizens or subjects of either Power as against the provisions of this Article."

This prohibition would certainly seem to be as stringent as possible, and the net would appear to be so closely drawn as to leave no loophole of escape, yet four years later, when the United States flag reappeared on the coast and American vessels were engaged in the coasting trade, opium transport went on without let or hindrance, and the intentions of this Article were rendered abortive.

The peculiar position of the United States in China is also exemplified by the fact that she has no concessions or settlements, and did not even come forward to claim one during the scramble of 1898. Her activities in this connection were confined to obtaining from the Governments of Great Britain, France, Germany, Italy, Japan, and Russia declarations that international trade and commerce would not be interfered with in their respective "spheres of interest." Of the same nature, too, to come down to recent days, was Mr. Knox's ill-fated Manchurian neutralization scheme.

An examination of the causes of this sentiment would involve an excursion into such questions as the causes that go to develop a national genius, and would so lead on to the interaction of ethnological, climatic, and political forces, but without penetrating so deeply on the philosophical side of the question, it will be recognized that the United States, with its new institutions and recent traditions, would naturally envisage an ancient civilization from a standpoint different from that occupied by the European Powers, which had been dealing with Oriental nations long before their close relations with China, and had in most instances already assumed Imperial responsibilities over Eastern races. Another important factor has been the missionary activity of the United States, which has always outrun its commercial enterprise in China, with the result that missionaries have played a part in the diplomatic affairs of the United States that has not been possible to them in the case of other countries. Dr. Peter Parker, United States Envoy to China, Dr. S. Wells Williams, Secretary of Legation and Chargé d'Affaires, and Dr. W. A. P. Martin, all of whom were (and in the case of the last-named we can use the present tense) missionaries may be quoted as the most notable instances, in that they were intimately connected with diplomatic intercourse between the United States and China in the critical years preceding the Second China War, during that war, and throughout the subsequent process of settlement. Until its reorganization in recent years the American Consular Service, too, was to some extent officered by missionaries, while the wealth and influence of some of the American missionary societies have given weight to their pronouncements in the United States, and have enabled them to play a part in moulding their country's policy that would be impossible to missionary societies of other nationalities.

It is a curious contrast to find this sympathetic and altruistic attitude in China co-existing with the rigid operation of the Exclusion Acts on the eastern side of the Pacific Ocean, and also to notice that the United States, who played, directly and consciously, so great a part in calling forth the new spirit in China, was the first to suffer from the influence of that spirit. The contrast between the United States' attitude towards the Chinese in China and in America is significant: the altruistic and humanitarian principles which, as we have seen, have been a feature of American diplomacy in China crumble to dust before economic pressure in California, and, in spite of the United States' cordial recognition of "the inherent and inalienable right of man to change his home and allegiance, and also the mutual advantages of the free migration and emigration of their citizens and subjects respectively from one country to the other for the purpose of curiosity, of trade, or as permanent residents" (Article V. of the Treaty of Washington, 1868)—in spite, also, of the most-favoured-nation right of travel and residence in the United States conferred on Chinese subjects by Article VI. of the same Treaty—it was found necessary to erect barriers against the free invasion of the Western States by Chinese labour, culminating in drastic Exclusion Acts, the murder of Chinese labourers by Californian mobs in 1904, and the refusal of the San Francisco Customs to admit certain educated Chinese of the upper class. The immediate result was the American boycott of 1905.

In this boycott the outer world was given for the first time an example of the growing spirit of nationalism in China, and of the faculties of combination and organization that accompanied it. There is no need to trace the course of the boycott: it is sufficient to point out that it was effective throughout a large portion of China, in spite of the loses that it must have occasioned to the Chinese merchants who took part in it, and that it did not come to an end until a Presidential Message was issued (June 26th, 1905) intimating that the United States Government would promise for the future admission and courteous treatment to *bonâ-fide* students and travellers. The effects of the boycott did not, however, die with it. Young China had learnt their power; the cry "China for the Chinese" had proved a watchword to conjure with, and it was soon clear that the clamour for the recovery of sovereign rights included, in the minds of many ardent spirits, their recovery from the Manchus. The forces that were ultimately to work the overthrow of the dynasty now came to light—the agitators had realized their influence, the possibilities of the Press as a political agent had been demonstrated, and the value of concerted action had been proved. These forces were not called into being by the American boycott, but, as providing the occasion for their first trial of strength, the boycott contributed enormously to their development and so to the achievement of their ultimate end. There are constant reminders that this question of Chinese immigration still contains grave possibilities for the United States, and such must always be the case unless and until China develops industries sufficient to give employment to that excess population that is now driven to seek relief in emigration from the economic pressure, and, in view of the present condition of Japan, there appears little ground for believing that, if China's mineral and industrial resources were all utilized to their utmost capacity, there would not even then be the same surplus population ever seeking the means of a livelihood in other lands.

(To be continued.)

AMERICAN THANKSGIVING DAY.

To-day, the 27th inst., is the day appointed by President Wilson as Thanksgiving Day. The President's proclamation issued a month ago, reads as follows:—

"The season is at hand in which it has been our long respected custom as a people to turn in praise and thanksgiving to Almighty God for His manifold mercies and blessings to us as a nation. This year that has just passed has been marked in a peculiar degree by a manifest of His gracious and beneficent providence. We have not only had peace throughout our own borders and with the nations of the world, but that peace has been brightened by constantly multiplying evidences of genuine friendship, of mutual sympathy and understanding, and of the happy operation of many elevating influences both of ideal and practice. The nation has not only been prosperous, but has proved its capacity to take calm counsel amidst the rapid movement of affairs and deal with its own life in a spirit of candour, righteousness and comity. We have seen practical completion of a great work at the Isthmus of Panama, which not only exemplifies the nation's abundant resources to accomplish what it will and the distinguished skill and capacity of its public servants, but also promises the beginning of a new age, of new contacts, new neighbourhoods, new sympathies, new bonds and new achievements of co-operation and peace. Righteousness exalteth a nation, and peace on earth and good will towards men furnish the only foundation upon which can be built the lasting achievements of the human spirit. The year has brought us the satisfaction of work well done and fresh visions of our duty which will make the work of the future better still.

"Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby designate Thursday, the twenty-seventh day of November next, as a day of thanksgiving and prayer, and invite the people throughout the land to cease from their wonted occupation and in their several homes and places of worship render thanks to Almighty God.

"In Witness Whereof, I have here set my hand and caused the Seal of the United States to be affixed.

"Done at the City of Washington this twenty-third day of October in the year of our Lord one thousand nine hundred and thirteen, and of the Independence of the United States the one hundred and thirty-eighth.

"WOODROW WILSON."

CHINA'S PRESIDENT.

PRESENTATION OF CREDENTIALS BY FOREIGN MINISTERS.

The Swedish, German, Russian, French, Danish Belgian, and United States Ministers at Peking have recently presented their credentials to the President at separate audiences. The procedure was for the Minister in handing in his papers to convey in a short speech the good wishes of the nation represented by the Minister, and for the President to reply.

We quote the speeches made on the occasion of the presentation of the credentials of the new Minister of the United States, Dr. Reinsch:—

Dr. Reinsch said:—

Mr. PRESIDENT,—Having been appointed by the President of the United States of America as Envoy Extraordinary and Minister Plenipotentiary to the Republic of China, I have the honour to present to your Excellency my Letter of Credence, as well as the Letter announcing the recall of my predecessor, Mr. Calhoun. I am happy to avail myself of this opportunity to convey to your Excellency the cordial greetings of the President of the United States. During these years, when the Chinese people are engaged in laying the foundation of republican institutions and of a strong and effective national government, the cordial sympathy and best wishes of my country go out to them. It is the hope of the American people that under institutions and under the experienced administration of your Excellency, as the Chief Executive, the country may prosper in all its activities and free government may be firmly established on a basis of indissoluble national union and in agreement with the ideals of national life as set forth by your Excellency in the inaugural message.

In accepting the responsibilities of the position of American Minister to China I shall endeavour, with all my power, further to strengthen the feelings of mutual confidence and sympathy which have long united China and the United States of America. It is my hope that our mutual helpfulness in all the works of civilization may ever increase and that the strong and lasting good will, which has marked the relations between our countries, may continue and grow for all time.

THE PRESIDENT'S REPLY.

(English Translation read by Dr. V. K. Wellington Koo, Councillor of the Waichiao Pu.)

Mr. MINISTER,—While receiving from your hands the Letter of Credence from the President of the United States of America accrediting you as Envoy Extraordinary and Minister Plenipotentiary to the Republic of China, as well as the Letter announcing the recall of your predecessor, Mr. Calhoun, I wish to congratulate His Excellency the President of the United States on having chosen another distinguished gentleman to be the American Minister to China. A profound scholar and a cosmopolitan statesman, you not only enhance the pride of your own country by your accepting the high post but add lustre to the one to which you are accredited.

The relations between China and the United States, I am happy to confirm, have always been marked by mutual confidence and helpfulness. The feelings of sympathy and interest which the American people have exhibited on many occasions toward the Chinese people in their efforts to establish republican institutions under a strong national government have never failed to stimulate them to strive harder for the realization of their ideas and ideals. It is gratifying to me to learn that the hope of the American nation to see China prosper under free government established on a basis of indissoluble national union is in full harmony with the determination of the Chinese people and of my own to unite peace with liberty and an effective national government with prosperous popular institutions.

I shall appreciate it deeply if you will be so good as to convey my sentiments and greetings to the President and people of the United States. To you, Mr. Minister, I am pleased to avail of this opportunity to extend a hearty welcome. I attach great importance to your mission to strengthen the bonds of amity and good will which now happily bind the two countries, and I can assure you that in the performance of this noble mission you will always obtain my willing and glad co-operation.

THE SIBERIAN MAILS.

The following extract from an interview with the Japanese Director-General of Posts will be of general interest in Hongkong:—"He could not understand the cause of letters to Great Britain taking as long as one month to reach their destination. The *Advertiser* representative pointed out that letters by the Wednesday mail from London were usually twenty or twenty-one day on the journey, while other letters by the dispatches from London on Friday and Saturday reached here in about sixteen days. Still, there were occasions when letters from the United Kingdom to Tokyo were not delivered under one month. This elicited the reply that negotiations were taking place with the Russian authorities with a view to removing all these irregularities." We are glad to hear it, for Hongkong shares this grievance with Japan.

INTIMATIONS

DRY SCURF FROM NECK DOWN TO KNEES

Scratched Until Blood Formed. Backs of Hands Dry and Cracked. Used Cuticura Soap and Ointment. In a Month's Time All Right.

16, Pilot St., Accrington, Lancs, Eng.—"I was simply covered with dry scurf from my neck down to my knees. I suffered a great deal with itching. When I undressed at night I scratched myself until I made blood flow. The backs of my hands were dry and cracked. I tried ointments but found no relief until I saw the advertisement of Cuticura Soap and Ointment in the paper. I had two tins of Cuticura Ointment and one tablet of Cuticura Soap and in a month's time I was all right. Cuticura Soap and Ointment completely remedied my trouble." (Signed) Mrs. C. T. Hepworth, May 23, 1912.

HEADS MASS OF SKIN TROUBLE

60, De Winton Ter., Llanbradach, Nr. Cardiff, S. Wales.—"The trouble began by my daughters catching it at school. It came in the form of blisters and then it broke out into running sores all over the head. Their heads were one mass of sores and running matter and I had a job to keep their hair clean from matting together, as it was itching dreadful. After using Cuticura Soap and Ointment for three weeks it was well." (Signed) Mrs. E. Dumble, Apr. 23, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

☞ Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-21

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

141

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 6th Ed., Lieber's.

NEW ADVERTISEMENTS

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA,"

Captain H. Eckhoff, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and/or Kowloon, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd Dec., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Kong Ring" from Christiania.
Ex s.s. "Halmstad" from Halmstad.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 26th November, 1913. [1374

THE ROYAL MAIL STEAM PACKET COMPANY.

The Steamship "DEN OF CROMBIE,"
FROM PORTLAND (Or.), SEATTLE, VANCOUVER AND JAPAN.

THE above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo will be landed and delivery must be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on 3rd Dec., at 2 P.M., will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 3rd Dec., at 9 A.M.

All Claims must be presented on or before 6th Dec., otherwise they will not be recognised.

JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 26th November, 1913. [49

NOTICE.

IT IS HEREBY NOTIFIED that applications are invited for the Vacant Posts of THREE PROBATIONER NURSES in the Civil Medical Department.

Applications must be in the Handwriting of the candidates accompanied by certificate of character, and be forwarded to the Undersigned.

For full particulars apply to the Matron at the Civil Hospital.

J. T. C. JOHNSON,
Principal Civil Medical Officer.
Hongkong, 21st November, 1913. [1352

WANTED.

ASSISTANT-EDITOR will shortly be required on the staff of a leading China daily. Applicants must have had previous experience on a daily paper; copies only of testimonials, if submitted, should be enclosed with application. Salary and residence; agreement for a term of years.

Address— Box K. A.,
Care of "Daily Press" Office.
[1366

WANTED.

POSITION Wanted by GERMAN with 3 years' experience in Hongkong; Piecegoods or Sundries preferred.

Please apply to— "X. Y.,"
Care of "Daily Press" Office.
Hongkong, 21st November, 1913. [1343

WANTED.

IN Good Locality, TWO NICELY FURNISHED ROOMS, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—
"BENEDICK,"
Care of "Daily Press" Office.
Hongkong, 20th November, 1913. [1345

OPENING OF ST. ANDREW'S CHURCH HALL, KOWLOON.

H.E. MR. CLAUD SEVERN, THE OFFICER ADMINISTERING THE GOVERNMENT, will Open the Building on THURSDAY, November 27th, 1913, at 5 P.M. All who are interested are cordially invited to be present.

Hongkong, 25th November, 1913. [1365

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.

1343]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43/320 dated Hongkong, 1st July, 1907, for Five Shares numbered 87463 to 87467 inclusive, Registered in the name of MRS. EMMELINE LINES, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th November, 1913, a New Certificate for the Shares will be issued and the aforesaid Provisional Certificate will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 29th October, 1913. [1258

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATE No. 272, dated Hongkong, 21st March, 1911, for 50 Shares numbered 07996 to 08045 inclusive, Registered in the name of LAM HON KWAN, has been LOST or STOLEN, and should this Certificate not be produced to the General Managers before the 15th December, 1913, a New Certificate for the Shares will be issued and the aforesaid Certificate No. 272 will be thereafter treated by this Company as Null and Void.

BRADLEY & Co., LTD.,
General Managers.
Hongkong, 21st November, 1913. [1353

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. WILKINSON & GEIST, to Sell by Public Auction,

On SATURDAY,
the 29th November, 1913, at 11 A.M., at No. 9, Humphreys Buildings Top Flat, Kowloon,

THE
VALUABLE HOUSEHOLD FURNITURE, ETC.,
therein contained,

Comprising:— FUMED TEAK BED ROOM and DRAWING ROOM SUITE (practically new), LARGE BRASS BEDSTEAD and HALL STAND, AXMINSTER and TIENTSIN CARPETS and RUGS, DINNER SERVICE, CUTGLASS WARE, CROCKERY, &c., &c., WATER COLOURS and PICTURES, LACE and SERGE CURTAINS, POLES, &c., ELECTRIC FITTINGS, SUN BLINDS, &c.

(Full Particulars from Catalogue.)

On View Friday, from 3 P.M.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th November, 1913. [1371

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of December, 1913, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Ho Mun Tin, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. (Approximate.) N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet			$
1	2	Kowloon Inland Lots Nos. 1283 and 1284, Between Waterloo Road and Argyle Street Extension, Ho Mun Tin.	As	per	sale	plan.	223,225 (about)	1,606	46,845

[359

INTIMATIONS

BOOTS AND SHOES!!!

WE HAVE great pleasure in announcing that we have just imported another consignment of LADIES' BOOTS and SHOES of the Best ENGLISH and AMERICAN makes in a great variety of sizes and styles to suit. The Prices have been fixed at such exceptionally low figures as have never been heard of in respect of Ladies' Foot Wear, and we strongly recommend our Customers to pay us a visit to inspect the Goods and be convinced.

MEHTA & Co.,
SILK MERCHANTS.
Hongkong, 26th November, 1913. [1370

KOMOR'S
ART AND CURIO GALLERY.
JUST RECEIVED: FASHIONABLE
SILK SCARFS
and
OPERA CLOAKS
designed by French and English Artists.
GENUINE TORTOISE-SHELL ORNAMENTS.
POST CARDS
ARTISTIC HONGKONG VIEWS.
Inspection invited!
Please note that the address of MESSRS. KUHN & KOMOR and KOMOR'S is ALEXANDRA BUILDINGS ONLY.
DES VŒUX ROAD CENTRAL.
Hongkong, 22nd November, 1913. [1301

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

NEW AUTUMN STOCKS

NOW SHOWING

FELT HATS,
COLLARS AND TIES,
GLOVES AND MUFFLERS.

JAEGER'S GOWNS,
WAISTCOATS,
OVERCOATS.

"VIYELLA" SHIRTS,
PYJAMAS AND UNDERWEAR.

BOOTS AND SHOES.
EVENING DRESS WEAR.

LANE, CRAWFORD & CO.
[46

BECK & CO., BREMEN.
KAISER BREWERY.
BECK'S BEER,
KEY BRAND.
$16.00
PER CASE OF 6 DOZ. PINTS.
" " " 4 " QUARTS.

HONGKONG AGENTS:
MACEWEN, FRICKEL & Co.,
[392

ESTATE AGENCY.

PROPERTIES PURCHASED AND SOLD.
PROPERTIES LET.
PROPERTIES MANAGED.
LOANS AND MORTGAGES ARRANGED FOR SAME.

For Terms and Particulars, Apply to—
TOBIAS HUNTER,
ESTATE AGENT,
HOTEL MANSIONS.
TELEPHONE K. 178.
Hongkong, 1st November, 1913. [1274

NOTICES OF FIRMS

NOTICE.

WE HAVE from This Date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE
Hongkong, 1st November, 1913. [128

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.
Hongkong, 1st November, 1913. [1284

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.
Cheapest Store in the Colony.
An Early Visit Earnestly Solicited.

D. CHELLARAM.
Hongkong, 26th July, 1913. [907

TO LET

TO LET.

NO. 3, "DURBAR VILLAS," Cameron Road, Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 17th November, 1913. [1328

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

A FURNISHED FLAT in Nathan Road, Kowloon, from 1st January next.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th November, 1913. [1313

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 25th November, 1913. [1367

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., LTD.
Hongkong, 22nd August, 1913. [995

TO LET OR FOR SALE.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.
Hongkong, 4th September, 1913. [1035

TO LET.

MERION, Nos. 9 and 10, PEAK, Unfurnished. 6 Rooms. Cheap rental, from 1st December, Newly Painted and Colourwashed.

"ROGATE," Austin Road, Kowloon Unfurnished.

No. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), from 1st October, 1913, till 30th May, 1914. Partly Furnished. Cheap rent.

FOR SALE OR TO LET.
(From 1st November, 1913.)

No. 1, GOUGH HILL, No. 103, PEAK. Bungalow, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

FOR SALE.

"HARTING and ROGATE," on part of Kowloon Inland Lot No. 1154.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 10th October, 1913. [64

TO LET,
Until 31st December, 1914.

SHOP and 1 ROOM, on 1st Floor of 56, Queen's Road Central.

Apply— D. CHELLARAM,
38/40, Queen's Road Central.
Hongkong, 11th November, 1913. [1312

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913. [91

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$15,000,000
RESERVE FUNDS:—	
STERLING £1,500,000 at 2/-	$15,000,000
SILVER	$17,450,000
	$32,450,000
RESERVE LIABILITY OF PROP'TORS	$15,000,000

COURT OF DIRECTORS.
S. H. DODWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.

G. Friesland, Esq.	J. A. Plummer, Esq.
E. Goetz, Esq.	W. L. Pattenden, Esq.
C. S. Gubbay, Esq.	H. A. Siebs, Esq.
P. H. Holycak, Esq.	Hon. Mr. E. Shellim.
G. R. Laurens, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINISTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum
For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent. per Annum
N. J. STABB,
Chief Manager.
Hongkong, 13th October, 1913. [18

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK

Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722

TO LET.

OFFICES, ROOMS, and GODOWNS, on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by The South China Morning Post, Limited.

Possession, 1st May, 1914, or earlier.

FLATS, "WILD DELL," Wanchai Road. "HOMESTEAD," No. 45, Peak. Immediate possession.

Apply to—
SANG KEE,
Care of COMPRADORE DEPARTMENT,
Hongkong and Shanghai Bank.
Hongkong, 28th October, 1913. [1083

TO BE LET.
From 1st January, 1914.

NO. 1 to 5, "AIMAI VILLAS," adjoining "OLDESLOE," Kimberley Road, Kowloon.

Apply to—
PATELL & Co.,
79, Wyndham Street, or
A. Abdoolrahim, Architect,
34, Queen's Road Central.
Hongkong, 26th November, 1913. [1372

TO LET.

"RANFURLY," No. 11, Conduit Road.

GODOWN, 153, Praya East.
GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 29th October, 1913. [65

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19

THE YOKOHAMA SPECIE BANK, LIMITED.

AUTHORISED CAPITAL	Yen 48,000,000
PAID-UP CAPITAL	Yen 30,000,000
RESERVE FUND	Yen 18,550,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at		
Antung-Hsin	Liao-Yang	Ryojun (Port Arthur)
Calcutta		
Bombay	London	San Francisco
Changchun	Los Angeles	Shanghai
Dairen (Dalny	Lyons	Tiehling
Fengtien (Mukden)	Nagasaki	Tientsin
Hankow	Newchwang	Tokyo
Harbin	New York	
Honolulu	Osaka	
Kobe	Peking	

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 30th September, 1913. [464

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL	£1,200,000
RESERVE FUND	£1,700,000
RESERVE LIABILITY OF PROPRIETORS	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [133

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital	Yen 10,000,000
Capital Subscribed (paid up)..	Yen 6,250,000
Reserve Fund	Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [1272

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 26, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS	Gold $7,200,000 equal £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [1230

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	416,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July 1913. [878

Calder Palmer & Co
The Wine Merchants of the East

HAPIER
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[74

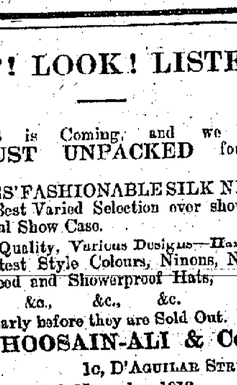
SPECIALITIES
CORNED OX TONGUES.
CORNED BEEF.
CORNED PORK.
PRESSED BEEF.
GERMAN SAUSAGES.
These are a few of the delicacies offered for sale by
THE
DAIRY FARM Co., LTD.
[28

STOP! LOOK! LISTEN!

XMAS is Coming, and we have JUST UNPACKED for the Season:—
LADIES' FASHIONABLE SILK NECK-WEAR, Best Varied Selection ever shown in Our Special Show Case.
Finest Quality, Various Designs—Handkerchiefs, Latest Style Colours, Ninons, Newest Style Tweed and Showerproof Hats,
&c., &c., &c.
Come Early before they are Sold Out.
HOOSAIN-ALI & Co.,
1c, D'AGUILAR STREET.
Hongkong, 26th November, 1913. [45

WE re now making a preliminary display of
TOYS
FOR CHRISTMAS.
Come and inspect our Beautiful
DOLLS.
GRACA & CO.
PEDDER ST. (Hongkong Hotel Building),
Hongkong; 25th October, 1913. [1153

MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of ladies always keep a box of Martin's pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 8/-. MARTIN, Chemist, Southampton, Eng.
MARTIN'S
APIOL & STEEL PILLS
for Ladies
82

FOR
NERVOUS EXHAUSTION
LOSS of MEMORY and DEBILITY and to feed the NERVES

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP
133-41

THE NEW FRENCH REMEDY. No1 No2 No3
THERAPION price 2/3 CURES Chest DISEASES, BLOOD POISON, KIDNEY, BLADDER and SKIN AFFECTIONS
DISCHARGES, WEAKNESS, HAMPSTEAD, LONDON, ENG.
12, RUE CASTIGLIONE, NEW YORK DEPOT: 80, BEEKMAN ST. A CURE FOR YOU
TASTELESS FORM OF EASY TO TAKE SAFE AND LASTING CURE
THERAPION
SEE THAT TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
175

CANTON CHRISTIAN COLLEGE.

BUILDING NOTES.

Coles Lodge, generously provided by Dr. J. Ackerman Coles, of New York, in memory of his father, Dr. Abram Coles, as the residence of the College physician, has been under roof for several months, and only the finishing touches on the interior are now needed before Dr. Woods and family may move in. In the construction of this house, advantage has been fully taken of past experience and several novel features introduced. The result is not only a handsome but an exceedingly well-adapted house.

The two cottages which form the beginning of the village to be occupied by Chinese connected with the College are finished, and are so attractive that several more applications for similar houses have already been made. This village will probably have a rapid growth and will be of great value as an object lesson.

On October 13th ground was broken for the foundations of Dean Chung's new residence, provided by Mrs. T. B. Blackstone, of Chicago. A novel feature of this house is its L-shape with the angle between the two sections opening toward the quarter from which the breezes prevail in summer so that every bed-room receives a maximum of air.

Work on the building for the Students' Y.M.C.A., which Mr. Ambrose Swasey, of Cleveland, has provided, began on October 25th. It is proposed to have it ready for use in the fall of 1914.

Grant Hall, the gift of Mrs. John S. Kennedy, of New York, has also been begun, but owing to the nature of the work progress will be slower. It ought, however, to be ready to house the "Administration" early in 1915.

The simultaneous erection of these three important buildings is of course keeping the building department extremely busy. One feature that results is the provision of permanent carpenter-shops and timber drying-shed conveniently near the landing stage so that only the finished sash and frames need to be transported across the campus to the building sites.

A large consignment of well-seasoned California redwood has been ordered from the Robert Dollar Company of San Francisco. This will materially reduce the cost of the woodwork in these buildings. Captain Dollar has also generously contributed a portion to the value of $1,000 gold.

A well-equipped office and minor surgery for the College Physician has been built and equipped in the east end of Martin Hall. This was made possible by gifts from Mr. and Mrs. Frederic Allis, of Amherst, Mass., and from friends of Mr. and Mrs. Laird. With a total population of more than 700 on the campus, the physician's office has become one of the important centres of the community.—From the College *News-Letter*.

INDIA'S CURRENCY REQUIREMENTS.

THE GOLD COINAGE QUESTION.

At a meeting of the East India Association at the Caxton Hall with Sir James Wilson in the chair, Mr. M. De P. Webb, C.I.E., well-known as a critic of Indian currency policy, read a paper on "Money Power for India." He laid down the general proposition that we must, as heretofore, give freely of our best to India in every department of human activity if our continued presence in the country was to be justified. We should therefore equip India with the best conceivable monetary system and machinery. The open gold mint system of Great Britain, supplemented by a State paper currency and good banking facilities, represented the farthest stage in monetary progress to which mankind had attained. Accordingly, we ought at once to establish in India an open gold mint, a full-value gold currency, and the best possible banking machinery. A good State paper currency she already enjoyed; but the proposals of 1893 and 1908 to restore a gold standard and currency to India had met with continuous opposition in certain quarters. Notwithstanding the remarkable growth of the world's gold supply, certain London interests, and the representatives of those interests in India, had lifted up their voices against equipping India with the best metallic monetary tools known to man. They were short-sightedly apprehensive lest the withdrawal of gold from London should embarrass or diminish the profits of certain financiers, bill and stock-brokers and traders dependent thereon; and they were backed up by well-intentioned theorists and amateurs. The proposed central bank must be a department of Government—a real State Bank—wherein, whilst public interests should be strongly represented, Government must exercise supreme, unfettered control. He favoured a State concentration in India on business lines of India's cash balances and monetary reserves, a large part of the value of which was now dissipated by the employment of methods and practices long out of date.

The Chairman held that there was no need to coin sovereigns in India, having regard to the enormous absorption of these coins and of gold bullion by the country. There might be sentimental reasons for a distinct Indian gold coin; but generally it might be said there were quite enough coins in India to meet all necessary demands. The sum and substance of his advice to Government would be: "Don't coin any more rupees," seeing that there were in existence no less than 2,500 millions of these coins of merely token value. He thought that the gold standard and paper currency reserves should be amalgamated and reduced to £50,000,000, the balance of £18,000,000 being spent on railway and canal works, which would yield at least 5 per cent. annual income. He agreed with Mr. Webb that a State Bank should be entirely under the control of Government.

Mr. Sundaram Iyer, who, like Mr. Webb, has been a witness before the Indian Finance and Currency Commission, said that recent discussions had largely resolved themselves into a squabble between the London and the Anglo-Indian banker as to who should have the use of the Government balances, and the tendency had been to overlook the needs of the Indian people.

Mr. Moreton Frewen, Mr. Reginald Murray, and others took part in the discussion.

WM. POWELL, LTD.
TELEPHONE 346.
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COMPLETE HOUSE FURNISHERS.
GENTLEMEN'S TAILORS.
"SOME OF THE THINGS WE STOCK"
CHINA. GLASS.
CUTLERY.
ELECTRO-PLATE WARE.
BOOKCASES.
STANDARD LAMPS AND SHADES.
WRITING DESKS. ETC.
INSPECTION INVITED.
627

INDO-CHINA BRICKS, TILES, PIPES COMPANY, LIMITED.
BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.
Guaranteed against Typhoon and Leakage.
MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.
ALWAYS IN STOCK.
[1049-2

INTERCHANGEABLE RETURN TICKETS ISSUED BY TRANS-PACIFIC MAIL LINES.
IT IS HEREBY NOTIFIED THAT TICKETS ISSUED BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONOURED FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.
PACIFIC MAIL S.S. CO.
CANADIAN PACIFIC ROYAL MAIL S.S. LINE.
TOYO KISEN KAISHA.
[1320

MARRIAGE MADE EASY.

BETWEEN HOME AND OVERSEAS RESIDENTS.

CALCUTTA, November 4th.

The British Government has for some time been considering proposals relating to facilities for British marriages between residents of the Mother Country and the possessions beyond the seas. Accordingly a draft Bill to facilitate marriages between British subjects resident in the United Kingdom and British subjects in other parts of His Majesty's Dominions, or British possessions, or in Cyprus, has been under circulation, and all local Governments have already expressed their views. The Marriage Law as it stands at present provides for the recognition in India of banns, and notice of marriage certificates issued at Home, and if the draft of the Bill is passed it will secure similar recognition in the United Kingdom. The Bill also affords other facilities.

MARRIED BY THE BRIDE'S MOTHER.

"THE NEWEST STYLE."

The newest style in "ethical weddings" was witnessed at Chicago last month when Miss Gertrude Wakefield Hassler and Mr. Frederick A. Carpenter, a rich manufacturer, instead of exchanging religious vows at the altar, signed and exchanged contracts.

The bride first signed and handed to the bridegroom the following:—

I, Gertrude Wakefield Hassler, do by the signing of this contract give myself to Frederick A. Carpenter, to be his lawful wife, to have, to hold, and to love. I promise to be faithful so long as he proves true, and I will strive to fill with a vast measure of contentment each day our lives are thus joined.

In exchange for this the bride received the following:—

I, Frederick A. Carpenter, by this contract take as lawful wife Gertrude W. Hassler, and solemnly promise to agree to be faithful in words, thoughts, and deeds to protect, love, and devote my life to her, to bring her the happiness and contentment she so well deserves.

After the contracts had been read, Miss Hassler's mother placed her daughter's hands in Mr. Carpenter's and said, "May all the good and truth in the universe combine to keep your hearts brigh."

WOMAN'S TRESSES AS A SACRIFICE.

JAPANESE PLEDGE NOT TO SEEK A LOVER.

Reuter's Tokyo correspondent in a recent dispatch written for the London papers said:—

The vernacular papers publish photographs of Miss Okoi, described as the "pe" of the late Prince Katsura, who, as soon as she heard of the Prince's death, ordered her maids to cut off her black hair and, having set up a photograph of the Prince on an altar, offered her treasured tresses in sacrifice.

The practice of cutting off the hair by faithful wives is not uncommon in Japan and is synonymous with declaring that they will not again seek husband or lover.

Prince Katsura was an ardent patron of medical science, and some time before his death expressed the wish that when he died his body should be dissected and his brain removed, as he was of opinion that the brain of a man who worked as hard as he did would be an interesting acquisition for the Imperial University.

After his death the Princess instructed the University authorities to perform the *post-mortem* examination and to remove the brain. The *post-mortem* examination revealed the fact that the Prince died of cancer of the liver, the cancerous growth having spread all over the body.

The brain was carefully removed, and found to weigh 1,600 grammes, comparing favourably with the weight of the brain of the greatest thinkers of the word. The Prince's brain was of exactly the same weight as that of Kant. It is now preserved in the Imperial University Museum.

In connection with the posthumous rites of famous deceased persons, it is interesting to note that a few days ago a tooth and a lock of hair of the late General Nogi and his wife were sent to Formosa to be placed in a shrine in that island.

VICTOR-VICTROLA

THE GREAT HOME ENTERTAINER.
There's nothing you could wish for in the way of Music and Entertainment that isn't at your command with the VICTOR-VICTROLA in your Home.
PRICES FROM $35 TO $345.
RECITALS DAILY.
S. MOUTRIE & CO., LTD.
EXCLUSIVE DISTRIBUTERS.
[629-4

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Dec., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Dec., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 25th November, 1913. [1369

PASSENGERS.

ARRIVED.

Per *Haiching*, from Swatow, Miss Haesloop, Mr. F. E. L. Haesloop, Mrs. Sterling and 2 children, Mrs. C. I. Pirie, Mr. I. Rodes, Mr. B. G. Anderson, Mr. C. C. Stark and Mr. F. H. Shaw.

PASSENGERS EXPECTED.

N.D.L.

Per N.D.L. str. *Princess Alice*. From Hamburg October 16th.—To Hongkong, Capt. Jurani, Miss Kollecker, Mrs. Nagel and children. To Manila, Mr. and Mrs. Kneedler and children. From Southampton October 21st.—To Hongkong, Mr. P. H. McIntyre, Rev. C. C. Morris, Mr. C. B. Johnson. From Gibraltar October 25th.—To Hongkong, Mr. and Mrs. Drouhin. From Genoa October 30th.—To Hongkong, Miss L. Borbein, Mrs. S. Bisney, Mr. W. A. Batson, and Miss M. Steinsifer.

BY P. & O.

Per P. & O. str. *Borneo*. From London November 1st.—To Hongkong: Miss M. C. Dawson, Mr. and Mrs. A. E. Spriggs, Mr. M. Bain, Mrs. Copley Foyle and child.

Per P. & O. str. *Malwa*, connecting with the steamer *Delta* at Colombo. From London October 31st.—To Hongkong: Mrs. Tuxford, Mr. and Mrs. J. Morris, Miss D. M. Honnison. From Marseilles November 7th.—To Hongkong: Mr. W. D. Jupp.

Per P. & O. str. *Nankin*. From London November 15th.—To Hongkong, Staff-Sergt.-Major, Mrs., and Miss W. E. Stenyer and children.

Per P. & O. str. *Nyanza*. From London November 29th.—To Hongkong, Mr. C. A. Wilkinson, Miss Inness, Lady and Misses May, Mr. J. H. Woolacott.

N.Y.K.

Per *Hitachi Maru*, from London October 25th.—Miss Rieve, Miss Starkey, Miss D. Gardner, Mrs. H. Brisbane Bedwell, Master E. P. Bedwell, Miss L. M. Whyte, Mr. W. Divens, Mr. and Mrs. V. Vizenzinovich, Master H. Cammiade, Mr. and Mrs. E. Cammiade, Master A. Cammiade, Mr. J. Sharpless, Mr. and Mrs. J. Wood, Master V. J. Wood, Miss E. M. Hutt, Mr. G. Phenning and Mr. F. Valera.

Per *Atsuta Maru*, from London, October 11th.—Com. and Mrs. Beckwith and child, Mrs. J. L. Chalmers, Miss H. Chalmers, Master L. Chalmers, Master C. Chalmers, Miss A. Anderson, Miss M. Smith, Mr. A. R. Sutherland, Mr. G. K. Hoxton, Mrs. Hoxton, Miss Hoxton, Mrs. C. H. Lammert, Mr. F. Smith Mr. R. E. O. Bird, Mr. C. Hamilton, Mr. and Mrs R. A. Harding, Mrs. and Miss Owen Hughes, Mr. J. W. Lee Jones, Mr. E. A. Ram, Miss E. Harrison, Mr. C. H. Butler, Mr. and Mrs. Van der Stegen, Mrs. C. H. Butler, Miss Butler, Mrs. S. James, Miss E. Eastwood, Miss K. Davis, Mr. C. Parsons, Mr. S. Hudson, Mr. M. F. Sanderson, Mr. and Mrs. W. S. Graham, Miss M. Graham, Mrs. Crosskey, Mr. R. H. Aguilar and Mrs. K. Hayashi.

SHIPPING REPORT.

The British str. *Haiching* reports: Had fresh N.E. wind and fine clear weather.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ASSAYE,"
Arrived Hongkong on 21st November, 1913.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

—This vessel brings on Cargo:—
From London, &c., ex s.s. "Macedonia."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 21st November, 1913.]

EAST ASIATIC COMPANY, LIMITED COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship
"KINA,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 9.30 A.M.

All Claims must reach us before the 5th Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1913. [1355

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship
"DEN OF AIRLIE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st Dec. at 2 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 1st Dec. at 9 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 24th November, 1913. [49

VISITOR TO CANTON
Should Purchase.
"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE $1.75
On Sale at:—
Hongkong: "DAILY PRESS" Office.
" " Messrs. KELLY & WALSH, LTD.
" " Messrs. BREWER & Co.
Canton: Messrs. A. S WATSON & Co.

SHIPOWNERS AND SHIPBUILDERS.

SIXTY YEARS' PROGRESS.

In his address as President of the Institute of Marine Engineers, Mr. T. L. Devitt dwelt on the indebtedness of shipowners to the naval architect and the shipbuilder, and gave some personal recollections of the development of shipping since the middle of last century.

The President said that as a shipowner whose experience began in the days when brigs, barques, frigate built ships, Aberdeen clippers, American vessels of large tonnage and fine models, and those beautiful China clippers which to his mind represented the perfection of naval architecture, he looked back with a sort of regret at the disappearance of the sailing vessel; and even now when it was almost impossible for sailing ships to compete with steamers, he thought it beyond contradiction that the real seamen of to-day were those who had been qualified for their present positions in steamships by a training in sailing vessels.

EARLY DAYS OF STEAMSHIPS.

In 1854, the year he began business as a lad in his father's office, there were seven or eight steamship lines running between Liverpool and New York. The Great Britain had been launched in 1843, and after a somewhat eventful career had been placed in the Australian trade. Her dimensions were 320ft. overall by 51ft. by 31ft. 4in., and she was described in the public prints of the time as "a stupendous steamship of unparalleled vastness." Her engines had been renewed and were then of the oscillating type, made by J. Penn & Son, of Greenwich, the cylinders being 82½in. in diameter and the stroke 6ft. The screw propeller was three bladed, 15ft. 6in. in diameter and 19ft. pitch, and by the use of gearing made three revolutions to one of the engine. There were six boilers, and the coal capacity was about 1,200 tons.

Another notable steamer of that early time was the Royal Charter, 235ft. in length, and built for the same owners as the Great Britain. She was the product of a belief then widely held by shipowners, and shared by not a few engineers, that vessels relying on steam power alone would never be economically employed in long voyages, and that the ship of the future, which should combine the best qualities of both types, would be the full-rigged ship fitted with auxiliary steam engines. At the particular stage of development which had been attained, this was not an unreasonable opinion; and as a matter of fact in 1856 the Cape and Indian mails were carried in auxiliary steamers with a speed under sail of 10-11 knots and under steam, in calms, of 6-7 knots. The Royal Charter was such a vessel. She had a pair of direct acting trunk engines by Penn, developing 200 nominal h.p. working an auxiliary screw which could be lifted out of the water and placed on deck. She could also spread 15,000 sq. ft. of canvas, and on her trial trip under canvas only, and in a light wind, she did 14 knots, and under steam, 9 knots. She made her maiden voyage to Melbourne in 59 days.

The impression left upon him from these early recollections of the beginning of steam navigation was the spirit of enterprise that then existed among shipbuilders and engineers, the passion for experiment, and the desire to tread unknown paths and undertake projects the magnitude of which seemed out of all proportion to the means available for their execution. Then was the zenith of Thames shipbuilding. Mares Yard at Blackwall, afterwards the Thames Ironworks, was one of the principal yards of the world. The wages of workmen at Blackwall, averaged for 18 months £5,000 a week, and some weeks £1,600 more. The yards of Messrs. Green, Scott Russell, Dudgeon, Maudslay, Samuda, and many others employed thousands of hands. It was the dawn of a new era, and the spirit of enterprise was in the air. The chief evidence of this spirit, as exhibited in both engineers and shipbuilders, was, he thought, the building of the Great Eastern, the construction of which was actually begun by Mr. Scott Russell on May 1st, 1854, and which provided an arresting illustration of the initiative and courage of the pioneer builders of ships.

THE LIFE OF THE SAILING SHIP.

In spite of this enterprise, courage, and resource, however, sailing vessels, considered as the more important part of our mercantile marine, took an unconscionable time in dying. About the time of which he was speaking this country was regaining that pre-eminence in the design of clipper ships which had been wrested from it by the Americans, as much by their freedom from convention in design as by the impetus given to their shipbuilding industry through their plentiful supply of timber. In the China trade, Messrs. Green, of Blackwall, took up the transatlantic gauge, built the Challenger to race the American Challenge, and won. Messrs. Scott's Lord of the Isles, an iron ship, beat two of the fastest American clippers of double her size. In the Australian trade the bulk of the passenger and cargo traffic continued to be carried in sailing vessels for many years. Among the first of these were the Vimeira, a ship of 1,000 tons, built in Sunderland, and the Copenhagen, a teak ship of 878 tons, built at Moulmein.

Even now, after the long experience of steam and the abandonment of the idea of auxiliary steam power in sailing ships, sailing vessels were being built of large capacity with Diesel engines to propel them in calms and adverse winds. Before long it would be known whether they were a success or not.

RUBBER COSTS AND PRICES.

Presiding at the meeting of the Sungei Kari (Sumatra) Rubber Estate, Mr. W. A. Addinsell said that the whole of their rubber crop for the past year, 128,167lb., had been shipped and sold at an average net price of 3s. 1d. per lb. for all grades. The all-in costs, inclusive of depreciation on buildings account, came to 1s. 9d. per lb., as compared with 2s. 8d. in the previous year, and it was hoped to reduce the figure to 1s. 6d., or less, in the current year.

Mr. J. C. Sanderson, presiding recently at the general meeting of the Majedie (Johore) Rubber Estates, observed that the effect of a continuance of the present low prices would be, without doubt, to put an end to the collection of large quantities of the wild product and render the manufacturers more and more dependent on plantation rubber for their sources of supply, and it might be that a temporary return to better prices would soon result. It must be remembered, too, that low prices would create new uses and new demands for rubber, and this was what was ultimately required for the good of the plantation industry, so that in future years the increasing output might be readily absorbed. Nevertheless, in view of the fact that supplies had not apparently yet overtaken demand, many took the view, which he also shared, that prices, whatever they might be in the future, were at the moment unnaturally low. Many thought that the cause of the present low price was to be found in faulty methods of marketing the rubber, and if any practical scheme for effecting improvements in that respect could be put into force, it would be gladly supported by the directors.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,350, Harris, 24th November—Shanghai 20th November, General.—Butterfield & Swire.

ANNE, Norwegian str., 1,070, R. Amtzor, 22nd November—Bangkok 11th November, Rice.—Chinese.

ANTILOCHUS, British str., 5,806, G. A. Flynn, 23rd November—Seattle 29th October, General.—Butterfield & Swire.

AKI MARU, Japanese str., 3,995, J. Noma, 23rd November—Shanghai 20th November, General.—Nippon Yusen Kaisha.

BAYERN, Russian str., 994, P. S. Biding, 19th November—Wakamatsu 13th November, Coal.—Aaguard, Thoresen & Co.

BEACHY, British str., 2,997, J. P. Turner, 21st November—Pulo Laut 13th November, Sugar.—Dodwell & Co.

BENLARIG, British str., 2,510, A. Wallace, 25th November—Singapore 17th November, General.—Gibb, Livingston & Co.

BENMOHR, British str., 3,016, J. D. Sarchet, 21st November—Miike 16th November, Coal.—Gibb, Livingston & Co.

BORNEO, German str., 1,344, Joh. Koehler, 24th November—Sandakan 17th November, Timber.—Melchers & Co.

CHINGCHOW, British str., 1,356, Doyle, 18th November—Kwang Yen 15th November, Stone.—Shewan, Tomes & Co.

CHOWTAI, German str. 1,115, E. Gathemann 21st November—Swatow 20th November, Rice.—Butterfield & Swire.

DEN OF AIRLIE, British str., 3,736, Thomson, 24th November—London 1st October, General.—Jardine, Matheson & Co.

DRUFAR, Norwegian str., 1,102, J. Bing, 25th November—Swatow 24th November, General.—Chinese.

EMPRESS OF ASIA, British str., 16,908, S. Robertson, 24th November—Vancouver 5th November, General.—Canadian Pacific Railway Co.

ERROLL, British str., 2,683, L. James, 22nd November—Java 12th November, Sugar.—Java-China-Japan Lijn.

FOOCHOW, British str., 1,228, J. R. Owen, 23rd November—Chefoo 19th November, Bean Oil.—Butterfield & Swire.

FUKUI MARU, Jap. str., 3,087, C. Tominaka, 22nd November—Miike 16th November, Coal—Mitsui Bussan Kaisha.

GREGORY APCAR, British str., 2,961, J. E. Drake, 23rd November—Singapore 16th November, General.—David Sassoon & Co.

HANGSANG, British str., 1,356, S. Wilde, 25th November—Shanghai 22nd November, General.—Jardine, Matheson & Co.

HONGKONG MARU, Japanese str., 3,462, S. Togo, 21st November—Shanghai 19th November, General.—Toyo Kisen Kaisha.

HONGKONG, French str., 739, Marquerite, 22nd November—Hoihow 21st November, General.—A. R. Marty.

KWANGLEE, Chinese str., 1,536, Stewart, 19th November—Shanghai 16th November, General.—Chinese.

LAERTES, British str., 1,340, Wawn, 23rd November—Saigon 14th November, Rice.—Chinese.

LYEEMOON, German str., 1,238, O. Sach, 20th November—Saigon 16th November, Rice.—Chinese.

MAUSANG, British str., 1,414, G. H. Alcock, 20th November—Sandakan 13th November, General.—Jardine, Matheson & Co.

NINGPO, British str., 1,428, Pickard, 23rd November—Chefoo 18th November, General.—Butterfiesd & Swire.

PERSEUS, British str., 4,299, Robinson, 23rd November—Singapore 18th November, General.—Butterfield & Swire.

PHEUMPENH, British str., 1,065, N. C. Bird, 22nd November—Saigon 17th November, Rice and General.—Chinese.

PRINZ EITEL FRIEDRICH, German str., 4,812, C. Mundt, 25th November—Yokohama 15th November, General.—Melchers & Co.

RAJABURI, German str., 1,904, Wolff, 24th November—Swatow 23rd November, Rice.—Butterfield & Swire.

SEGOVIA, British str., 2,905, Albredsen 24th November—Swatow 23rd November, Ballast.—Standard Oil Co.

TACOMA MARU, Japanese str., 3,830, T. Hamada, 20th November—Manila 17th November, General.—Osaka Shosen Kaisha.

TSINTAU, German str., 1,002, Heyenga, 24th November—Bangkok 12th November, Rice.—Butterfield & Swire.

WAKAMATSU MARU, Japanese str., 2,878, U. Aikawa, 24th November—Wakamatsu 18th November, Coal.—Mitsu Bishi Goshi Kaisha.

YODO MARU, Japanese str., 1,350, K. Yotota, 24th November—Hongay 21st November, Coal.—Mitsui Bussan Kaisha.

YUENSANG, British str., 1,128, Jarrett, 25th November—Manila 22nd November, General.—Jardine, Matheson & Co.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 16th November, at 2 p.m., and may be expected here on or about the 8th December.

The E. & A. str. *Eastern* left Sydney for this port (via Queensland Ports, Port Darwin and Manila) on the 19th November, and may be expected to arrive here on or about 13th December.

The N.Y.K. str. *Tango Maru* (Australian Line) left Melbourne for this port via ports on the 19th November, and is expected here on the 17th December.

THE GERMAN MAIL.

The I.G.M. str. *Princess Alice*, carrying the German mails, with dates from Berlin of the 29th October, left Singapore on the 22nd November, at 11 p.m., and may be expected here on or about the 27th November, at 8 a.m.

MERCHANT STEAMERS.

The N.Y.K. str. *Sanuki Maru* (Calcutta Line) left Kobe for this port via Shanghai on the 20th November, and is expected here on the 27th November.

The A.L. str. *E. F. Ferdinand* left Singapore for this port on the 21st November, and will arrive here on the 27th November.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 21st November, and is expected here on the 28th November.

The P. & O. str. *Candia* left Singapore for this port on the 22nd November, at 7 a.m., and is due here on the 28th November, at about 6 a.m.

The str. *Dunera*, from Calcutta, left Singapore on the 22nd November, and may be expected here on or about the 28th November, a.m.

The str. *Glenstrae* left Singapore on the 22nd November, and is due here on the 28th November.

The H.A.L. str. *Uckermark* left Shanghai on the 24th November, p.m., and may be expected here on or about the 26th November, a.m.

The P. & O. str. *Simla* left Singapore for this port on the 23rd November, at 1.30 p.m., and is due here on the 29th November, at about 5 a.m.

The American and Manchurian Line str. *Kafue* left Colombo on the 18th November, and is due here on the 30th November.

The N.Y.K. str. *Tottori Maru* (European Line) left London for this port via ports on the 18th October, and is expected here on the 30th November.

The N.Y.K. str. *Rangoon Maru* (Bombay Line) left Bombay for this port via Singapore on the 13th November, and is expected here on the 1st December.

The N.Y.K. str. *Mishima Maru* (European Line) left Yokohama for this port via ports on the 19th November, and is expected here on the 1st December.

The Swedish East Asiatic Co. str. *Canton* left Sabang on the 22nd of November, and is expected to arrive here on the 2nd December.

The N.Y.K. str. *Hitachi Maru* (European Line) left Colombo for this port via Singapore on the 20th November, and is expected here on the 3rd December.

The N.Y.K. str. *Kawachi Maru* (Bombay Line) left Bombay for this port via Singapore on the 16th November, and is expected here on the 6th December.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.

The N.Y.K. str. *Miyasaki Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.

The Swedish East Asiatic Co.'s str. *Ceylon* left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Chunsang, from Sourabaya, is due in Hongkong 4th December.

SHIRE LINE, LIMITED.

Den of Crombie, from Vancouver, is due in Hongkong 27th November.

Merionethshire, from London, is due in Hongkong 18th December.

Monadnock, from Seattle, is due in Hongkong 11th December.

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WEATHER REPORT.

On the 26th at 11.45 a.m.—No returns from Japan.

Pressure has decreased over China, considerably in the North and slightly in the South. It has decreased moderately over the Philippines. The anti-cyclone is probably central over Japan this morning.

The monsoon will be interrupted to the north of Foochow, and will moderate over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel ...	N.E. winds, strong, moderating.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

* N.E. winds, fresh to moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

26TH NOVEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	30.27	22	—	NNE	3	o
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	„	—	—	—	—	—	—
Tokio	„	—	—	—	—	—	—
Kochi	„	—	—	—	—	—	—
Nagasaki	„	—	—	—	—	—	—
Kagoshima ...	„	—	—	—	—	—	—
Oshima	„	—	—	—	—	—	—
Naha	„	—	—	—	—	—	—
Ishi'jma	„	—	—	—	—	—	—
Bonin Is.	„	—	—	—	—	—	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei ...	„	30.24	43	75	WSW	2	o
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	30.19	48	—	SE	2	c
Gutzlaff	„	30.20	56	—	SE	3	bcv
Sharp Peak ...	7 a.	30.23	64	—	NW	1	c
Amoy	6 a	30.17	62	77	W	2	b
Swatow	„	30.22	59	88	N	1	b
Taihoku	5 a.	30.15	—	—	E	4	—
Taichu	„	30.14	—	—	—	0	—
Tainan	„	30.14	—	—	N	2	—
Koshun	„	30.11	—	—	NE	6	—
Pescadores ...	„	30.13	—	—	N	6	—
Canton	6 a.	30.17	60	94	E	1	b
Hongkong ...	6 a.	30.17	68	77	E	4	o
Gap Rock	„	30.15	—	—	E	5	o
Macao	„	30.17	67	—	E	2	o
Wuchow	9 a.	30.21	64	89	E	2	o
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	6 a.	30.13	66	—	ENE	3	b
Tourane	„	30.08	72	—	NE	4	o
Cape St. James	„	29.98	73	—	NW	2	b
Aparri	„	30.03	72	—	—	0	o
Manila	„	29.97	72	—	—	0	o
Legaspi	„	29.90	79	—	N	1	b
Bacolod	9 a.	29.01	80	—	NE	2	b
Iloilo	„	—	—	—	NW	1	od
Cebu	„	29.91	85	—	E	1	o
Labuan	„	29.94	80	—	—	—	—

T. F. CLAXTON, *Director*.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail l, lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 26th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.20	30.17	30.10
Temperature ..	71	68	73
Humidity......	63	77	56
Wind Direction ...	East	East	East
„ Force	5	4	2
Weather	b		b
Rain	—	0.00	—

Highest open air Temperature on 25th... 71
Lowest open air Temperature on 25th... 67

HONGKONG TIDE TABLE.

From 27th November to 3rd December, 1913.

Days of Week	Days of Month	High Water H'kong. Mean Time. h. m.	High Water Height ft. in.	Low Water H'kong. Mean Time. h. m.	Low Water Height ft. in.
Thurs.	27	m 9 20	5 5	m 3 0	1 6
		8 18 a	8 0	2 4 a	3 6
Fri.	28	m 10 22	5 2	m 3 44	1 1
		8 52 a	8 3	2 33 a	3 8
Satur.	29	m 11 23	4 9	m 4 26	0 9
		9 27 a	8 5	3 0 a	4 0
Sun.	30	m 0 23	4 7	m 5 9	0 9
	Dec.	10 2 a	8 4	3 27 a	4 1
Mon.	1	m 1 25	4 5	m 5 54	1 0
		10 38 a	8 1	3 53 a	4 2
Tues.	2	2 33	4 4	m 6 43	1 3
		11 16 a	7 7	4 18 a	4 3
Wed.	3	No infer.	high-	nor low-	water
		11 58 a	7 2	m 7 36	1 6

VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENTURRET" (Capt. R. WEBSTER),
FOR LONDON, GLASGOW AND ANTWERP.

The above Steamer will be despatched for the Ports named, on 3rd December.

S.S. "GLENLOCHY" (Capt. E. J. STALLARD)
FOR GLASGOW, ROTTERDAM AND ANTWERP.

This Steamer will be despatched for the above Ports on 7th December.

These Vessels have excellent accommodation for a few Saloon Passengers, all Cabins are Amidships, and the Steamers fitted with Electric Light and Fans in every cabin.

Attention is particularly directed to the Moderate Rates charged, viz.:—

Saloon Passage, HONGKONG to LONDON, GLASGOW, ANTWERP, or ROTTERDAM, £40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th November, 1913. [1229

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE"
On or about 5th Dec.

For Freight and further information, apply to—
DODWELL & Co., LTD.,
Agents.

Hongkong, 12th November, 1913. [1316

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. J. Coldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 6th December, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "PERSIA," due in London on the 17th January, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 24th November, 1913. [1

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" ... ...On or about 13th Dec.

For Freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 20th November, 1913. [1341

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPORTS,
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated
THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance,
$12 per annum. Postage
$2 to any part of the World.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, GLASGOW & ANTWERP	GLENTURRET	Brit. str.	—	R. Webster	SHEWAN, TOMES & Co.	On 3rd Dec.
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	On 6th Dec., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	About 10th Dec.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	On 28th Dec.
MARSEILLES, HAVRE & HAMBURG, &c.	UCKERMARK	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINIE	On 4th Dec.
MARSEILLES, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	k. w.	Cornelisen	HAMBURG-AMERIKA LINIE	On 5th Dec.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	AMAZONE	Fren. str.	—	Costa	MESSAGERIES MARITIMES	On 2nd Dec.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	MISHIMA MARU	Jap. str.	—	F. L. Semmer	NIPPON YUSEN KAISHA	On 3rd Dec., at D'light.
HAVRE, BREMEN & HAMBURG, &c.	SEGOVIA	Ger. str.	k. w.	Buch	HAMBURG-AMERIKA LINIE	On 2nd Dec.
ROTTERDAM, EMDEN & HAMBURG, &c.	SAMBIA	Ger. str.	k. w.	Gesselmann	HAMBURG-AMERIKA LINIE	On 2nd Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	On 15th Dec.
COPENHAGEN, GOTHENBURG & BALTIC PORTS	CEYLON	Swed. str.	—	...	ARTHUR NILSSON & Co.	About 15th Jan.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	To-day, at 1 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	DEN OF AIRLIE	Brit. str.	—	...	JARDINE, MATHESON & Co., LD.	To-day.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c	AKI MARU	Jap. str.	—	No da	NIPPON YUSEN KAISHA	On 2nd Dec, at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c	PANAMA MARU	Jap. str.	—	J. Kinao	OSAKA SHOSEN KAISHA	On 10th Dec., at 1 P.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c.,	NIPPON	Aus. str.	—	...	SANDER, WIELER & Co.	About 2nd Dec.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aus. str.	—	...	SANDER, WIELER & Co.	On 15th Dec., at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRA	Am. str.	—	...	SHEWAN, TOMES & Co.	About 13th Dec.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	...	DODWELL & Co. LTD.	About 5th Dec
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.)	SITHONIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	To-day.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF ASIA	Brit. str.	2 m.	...	CANADIAN PACIFIC R. Co.	On 4th Dec., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	...	CANADIAN PACIFIC R. Co.	On 15th Jan., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	HONGKONG MARU	Jap. str.	—	S. Togo	TOYO KAISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOBEA	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 9th Dec., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA	Am. str.	—	...	PACIFIC MAIL S.S. Co.	On 16th Dec., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	On 29th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 2nd Dec.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	...	GIBB, LIVINGSTON & Co.	On 11th Dec., at 10 A.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KUMANO MARU	Jap. str.	—	M. Wincker	NIPPON YUSEN KAISHA	On 17th Dec., at Noon.
JAPAN	ANYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 17th Dec., at Noon.
KOBE	TJILATJAP	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	RANGOON MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	On 2nd Dec.
KOBE	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 4th Dec., at 11 A.M.
YOKOHAMA & KOBE VIA SHANGHAI	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 9th Dec
NAGASAKI, KOBE & YOKOHAMA	E. F. FERINDAND	Aus. str.	—	...	SANDER, WIELER & Co.	On 29th inst.
TIENTSIN	TANGO MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 17th Dec., at 11 A.M.
TIENTSIN	KUEICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-day, at Noon.
TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 29th inst., at D'light.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & MOJI	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON & Co., LTD.	To-morrow, at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	Ger. str.	—	J. Bortfelt	MELCHERS & Co.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	Ger. str.	k. w.	Kotzte	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI & TSINGTAU	YINGCHOW	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 29th inst., at M'night.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SIMLA	Brit. str.	—	G. Philipp	P. & O. S. N. Co.	About 29th inst.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD.	On 30th inst., at D'light.
SHANGHAI	AFRICA	Aus. str.	—	...	SANDER, WIELER & Co.	On 1st Dec., at 6 A.M.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIEN	Fren. str.	—	Lassince	MESSAGERIES MARITIMES	On 1st Dec.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 2nd Dec., at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CANTON	Swed. str.	—	...	ARTHUR NILSSON & Co.	On 2nd Dec.
SHANGHAI	CHOYSANG	Brit. str.	—	M. Courtny	JARDINE, MATHESON & Co., LD.	On 4th Dec., at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 4th Dec., at 4 P.M.
SHANGHAI	DELTA	Brit. str.	—	W. R. Lellare, R.N.R.	P. & O. S. N. Co.	About 4th Dec.
SHANGHAI & TSINGTAU	LIANGCHOW	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 6th Dec., at M'night.
SHANGHAI, KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 9th Dec.
SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str.	—	P. M. B. Jake	JARDINE, MATHESON & Co., LD.	On 16th Dec., at 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	...	ARTHUR NILSSON & Co.	On 17th Dec.
SHANGHAI	TJILIWONG	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamto	OSAKA SHOSEN KAISHA	On 3rd Dec., at Noon.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakmi	OSAKA SHOSEN KAISHA	On 30th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	On 30th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	On 2nd Dec., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Reah	DOUGLAS, LAPRAIK & Co.	On 5th Dec., at 11 A.M.
MANILA	YUENSANG	Brit. str.	—	Jarrett	JARDINE, MATHESON & Co., LD.	On 29th inst., at 2 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 2nd Dec., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 3rd Dec., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 6th Dec., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 13th Dec., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMAHI	Dut. str.	—	...	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 1st Dec
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	LUZON MARU	Jap. str.	—	K. Sukawa	OSAKA SHOSEN KAISHA	On 6th Dec., A.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 29th inst., at Noon.
SINGAPORE, PENANG, RANGOON & CALCUTTA	SANUKI	Jap. str.	—	Degnan	NIPPON YUSEN KAISHA	On 30th inst.
SINGAPORE, PENANG, & CALCUTTA	TORILLA	Brit. str.	—	C. S. Swanson, R.N.R.	JARDINE, MATHESON & Co., LD.	On 3rd Dec., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	MELCHERS & Co.	On 2nd Dec., at 9 A.M.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	BUTTERFIELD & SWIRE	To-morrow, at Noon
HOIHOW, PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	H. Mathias	JARDINE, MATHESON & Co., LD.	On 2nd Dec., at Noon.
SANDAKAN	HINSANG	Brit. str.	—	...		

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL	
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	St. John N.B.	Liverpool
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive
EMPRESS OF ASIA	Thurs. 4 Dec.	7 Dec.	8 Dec.	10 Dec.	12 Dec.	21 Dec.	27 Dec.	3 Jan.
EMPRESS OF JAPAN	Thurs. 18 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	14 Jan.	21 Jan.
EMPRESS OF RUSSIA	Thurs. 1 Jan.	4 Jan	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	Moji 20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.
EMPRESS OF INDIA	Thurs. 29 Jan.	1 Feb.	N'saki 3 Feb.	5 Feb.	7 Feb.	19 Feb.	25 Feb.	4 Mar.

FROM L'POOL		FROM VANCOUVER						
Liverpool	St. John, N.B.	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
7 Nov.	14 Nov.	EMPRESS OF JAPAN	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.
21 Nov.	28 Nov.	EMPRESS OF RUSSIA	4 Dec.	15 Dec.	16 Dec.	18 Dec.	20 Dec.	23 Dec.
—	—	MONTEAGLE	11 Dec.	27 Dec.	30 Dec.	Moji 1 Jan. N'saki 4 Jan	4 Jan.	7 Jan.
6 Dec.	13 Dec.	EMPRESS OF INDIA	18 Dec.	1 Jan.	2 Jan.	4 Jan	6 Jan.	9 Jan.
		EMPRESS OF ASIA						

PASSAGE RATES—HONGKONG TO LONDON.

	Meals and Sleeping	VIA ST. JOHN, N.B.	VIA NEW YORK.
EMPRESS OF RUSSIA EMPRESS OF ASIA EMPRESS OF INDIA EMPRESS OF JAPAN MONTEAGLE		£71.10	£71.10
	Car Berth across Canada $20 additional.	£65 —	£65 —
		£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
*TIENTSIN	"CHEONGSHING"	Saturday, 29th Nov., D'light.
*SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 29th Nov., Noon.
*MANILA	"YUENSANG"	Saturday, 29th Nov., 2 P.M.
†SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 30th Nov., D'light.
‡SANDAKAN	"HINSANG"	Tuesday, 2nd Dec., Noon.
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed'day, 3rd Dec., Noon.
†SHANGHAI	"CHOYSANG"	Thursday, 4th Dec., Noon.
*MANILA	"LOONGSANG"	Saturday, 6th Dec., 2 P.M.
*SHANGHAI, KOBE and MOJI	"NAMSANG"	Tuesday, 16th Dec., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "Lovat," "Yatshing" and "Sniang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tsn&N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 27th November, 1913. [14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. ..... will be despatched for YOKOHAMA, KOBE and MOJI at an early date, taking Cargo and Passengers at Current Rates.

For Feight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.

Hongkong, 15th October, 1913. [50

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF GLAMIS"	On 28th Dec.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF AIRLIE"	On 27th Nov.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE"	On 21st Dec.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"GLENROY"	On 18th Jan.

For Freight and Further Particulars, apply to Telephone No. 5 Sub Ex. No

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 22nd November, 1913. [499

SHIPPING

ARRIVALS.

CANTON MARU, Japanese str., 1,997, S. Fujii, 26th November—Imari 20th November, Coal.—Mitsu Bishi Goshi Kwaisha.

CHEONGSHING, British str., 1,256, V. McC. Liddell, 26th November—Weihaiwei 21st November, General.—Jardine, Matheson & Co.

DAIJIN MARU, Japanese str., 840, Murakami, 26th November—Swatow 20th November, General.—Osaka Shosen Kaisha.

DENBIGHSHIRE, British str., 2,488, W. H. Parker, R.N.R., 25th November—Dalny 18th November, General.—Jardine, Matheson & Co.

GLENFALLOCH, British str., 1,434, Gardner, 26th November—Singapore 19th November, General.—Chinese.

HAICHING, British str., 1,267, W. C. Passmore, 26th November—Swatow 25th November, General.—Douglas Lapraik & Co.

KENKON MARU No. 5, Japanese str., 2,109, S. Sasaki, 25th November—Chefoo, General.—Order.

KENKON MARU No. 11, Japanese str., 2,181, T. Yamamoto, 25th November—Java 13th November, Sugar.—Order.

KUMSANG, British str., 2,077, E. S. Schenk, 25th November—Moji 20th November, Coal and General.—Jardine, Matheson & Co.

NEWCASTLE, British cruiser, 4,800, F. A. Powlett, 26th November—Weihaiwei.

MINOTAUR, British cruiser, 27,000, E. B. Kiddle, 26th November—Weihaiwei.

SABINE RICKMERS, Dutch str., 573, B. Y. Jagt, 25th November—Singapore 15th November, Bulk Oil.—Asiatic Petroleum Co.

SITHONIA, German str., 3,542, Eckhorn, 26th November—Manila 23rd November, General. — Hamburg-Amerika Linie.

TATSUTA, Japanese gunboat, 850, Arima, 26th November — Shanghai 22nd November.

YINGCHOW, British str., 1,346, Pottinger, 26th November — Shanghai 23th November, General.—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
November 26th.

FUKUI MARU, Jap. str. for Wakamatsu.
GLENFALLOCH, British str., for Amoy.
GLENOGLE, British str., for Rangoon.
PROTESILAUS, British str., for Japan.
WAKAMATSU MARU, Jap. str., for W'matsu.

DEPARTURES.

November 26th.

CHIPSHING, British str., for Tientsin.
CITY OF BARODA, British str., for S'pore.
DERWENT, British str., for Saigon.
DEVAWONGSE, British str., for Saigon.
DINGWALL, British str., for Bangkok.
FOOCHOW, British str., for Canton.
HAIMUN, British str., for Swatow.
HAKATA MARU, Jap. str., for Yokohama.
HANGCHOW, British str., for Macao.
HANGSANG, British str., for Canton.
DAKLAT, German str., for Europe.
P. E. FRIEDRICH, Ger. str., for Europe.
SABINE RICKMERS, Dutch str., for Canton.
TJILATJAP, Dutch str., for Yokohama.

LATEST STEAMER MOVEMENTS.

The A.L. str. *Africa* left Singapore for this port on the 25th November, and will arrive here on the 30th November.

A wireless message has been received by the Agents through the Captain of the I.G.M. str. *Prinz Eitel Friedrich*, from the I.G.M. str. *Princess Alice*, due here from Singapore, that this steamer will arrive here to-day, at 5 p.m., instead of as previously published, and will leave Hongkong probably on Friday, at noon, for Shanghai.

PASSED THE CANAL.

October 17th—*Benvenue, E. F. Ferdinand, Furst Bulow.*

October 24th—*Calchas, Annam, Yorck, Brodvale.*

October 28th—*Candia, Glenstrae, Nore.*

October 31st—*Agamemnon, Ambria, Perseus, Simla.*

November 4th—*Bencleuch, Canton, China, Prinzess Alice, Africa, Goldenfels.*

November 7th—*Ping Suey, Polynesien, Satsuma, Senegambia, Baron Baljour.*

November 11th—*Hitachi Maru, Keeman, Kintuck, Demodocus.*

November 14th—*Glenlogan, Indien, Nile, Afghan Prince.*

November 18th — *Benlawers, Borneo, China, Eumaeus, Ghazee, Liberia, Sachsen, Merionethshire.*

November 21st—*Bulow, Ceylon, Derfflinger, Silesia, Paul Lecat.*

November 25th — *Lennox, Miyasaki Maru, Monmouthshire, Ningchow, Oanfa, Syria, Radnorshire.*

ARRIVALS AT HOME.

November 25th—*Kintuck, Senegambia, Demodocus.*

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "GREGORY APCAR," 5,578 tons, Capt. J. E. Drake, will be despatched SHANGHAI, KOBE and MOJI on 28th November, at D'light.
S.S. "DUNERA," 5,206 tons, Capt. J. R. O'Sullivan, will be despatched to YOKOHAMA, KOBE and MOJI on 4th December.

WESTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 2nd December.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 9th December.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Hongkong, 27th November, 1913. AGENTS. 60

PACIFIC MAIL S.S. Co.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws.
MANCHURIA 27,000 tons, twin screws.
KOREA 18,000 tons, twin screws.
SIBERIA 18,000 tons, twin screws
ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.

COMFORT. SAFETY. SPEED.

FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

FIRST-CLASS	to LONDON	Single	£71.10	6 Months Return	£120
"	" SAN FRANCISCO	"	45	6 " "	68
INTERMEDIATE	" LONDON	"	65	6 " "	109
"	" SAN FRANCISCO	"	36	6 " "	54

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing	
KOREA	18,000	... "	TUESDAY, 9th Dec., at 1 P.M.
SIBERIA	18,000	... "	TUESDAY, 16th Dec., at 1 P.M.
* CHINA	10,200	... "	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	... "	TUESDAY, 6th Jan., at 1 P.M.
* NILE	11,000	... "	SATURDAY, 10th Jan., at Noon.
MONGOLIA	27,000	... "	TUESDAY, 27th Jan., at 1 P.M.
* PERSIA	9,000	... "	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	... "	

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
30th Dec. ...	CHINA ..	1st Jan.	26th Nov. ...	KOREA ...	28th Nov.
10th Jan. ...	NILE	12th Jan.	20th Dec. ...	CHINA ...	22nd Dec.
7th Feb. ...	PERSIA ...	9th Feb.	26th Dec. ...	MANCHURIA	28th Dec.
			31st Dec. ...	NILE ...	2nd Jan.
			27th Jan. ...	PERSIA ...	29th Jan.

LET US PLAN AN ... TELEPHONE No. 141.
R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915. [32

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On 2nd Dec.
	"CEYLON"	9,000	On 17th Dec.
COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to TELEPHONE No. 171.
ARTHUR NILSSON & Co.,
37] YORK BUILDINGS, TOP FLOOR.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN Capt. Lassince	On 1st December.
	PAUL LECAT Lancelin	On 15th December.
	CORDILLERE	On 29th December.
MARSEILLES VIA PORTS	HOMEWARD	
	AMAZONE Capt. Costa	On 2nd December.
	AUSTRALIEN Capt. Mouret	On 16th December.
	POLYNESIEN Capt. Lassince	On 29th December.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply to
S. C. DE BUSSIERRE, ACTING AGENT,
2] QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 23rd December, 1913. "GUJERAT" FROM COLOMBO 12th January, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:

From Hongkong "SALAMIS" Middle of February, 1914.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
38] MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 27TH NOV., 1913.	
8 a.m. *HONAM.*	8 a.m. *KINSHAN.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*
FRIDAY, 28TH NOV., 1913.	
8 a.m. *FATSHAN.*	8 a.m. *HONAM.*
10 p.m. *HONAM.*	5 p.m. *KINSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *HEUNGSHAN.* S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 30TH NOVEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *HOI-SANG*, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Seamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT Co. LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miler	Manila, Mangarin, Cebu and Iloilo	On 3rd Dec., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Dec., 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.
Electric Light, Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SIEWAN, TOMES & Co. General Managers.
Hongkong, 25th November, 1913 PHILIPPINES S.S. Co. [1C

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving	
‡ "TACOMA MARU" ...	T. Hamada ...	THURSDAY,	27th Nov., at 1 P.M.
† "PANAMA MARU" ...	J. Kano ...	WED'DAY,	10th Dec., at 1 P.M.
‡ "SEATTLE MARU" ...	T. Saito ...	THURSDAY,	25th Dec., at 1 P.M.
† "MEXICO MARU" ...	N. Kobayachi ...	WED'DAY,	7th Jan., at 1 P.M.
‡ "CHICAGO MARU" ...	I. Goto ...	THURSDAY,	22nd Jan., at 1 P.M.
† "CANADA MARU" ...	H. Yamamoto ...		

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving	
"LUZON MARU" ...	K. Fukawa ...	SATURDAY,	6th Dec., A.M.
"SAIGON MARU" ...	T. Yamaguchi ...	FRIDAY,	26th Dec., 4 P.M.
"INDO MARU"	K. Tomiya ...		

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY,	3rd Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving	
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY,	30th Nov., at 10 A.M.
"DAIGI MARU" ...	S. Tokashige ...	SUNDAY,	7th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashira ...	

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashira ...	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
741] Second Floor, No. 1 Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN ...	Feb. 14	Feb. 20
Jan. 22	DEVANHA ...	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA ...	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA ...	Apr. 11	Apr. 17
Mar. 19	DEVANHA ...	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA ...	Apr. 7	Apr. 11	MONGOLIA ...	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN ...	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON			
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59.	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"		£42.	"	£63.
	"B"	"		£38.	"	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—
58 E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. F. L. Sommer,	16,000	WED'DAY, 3rd Dec., at D'light.
	KAGA MARU Capt. Sekine,	12,500	WED'DAY, 17th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ AKI MARU Capt. Noma,	12,500	TUESDAY, 2nd Dec., at Noon
	§ SADO MARU Capt. A. Sakawa,	12,500	TUESDAY, 16th Dec., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THUESDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, 17th Dec., at Noon.
	TANGO MARU Capt. Yoshikawa,	13,500	WED'DAY, 14th Jan., at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ SANUKI MARU Capt. Deguchi,	12,500	SUNDAY, 30th November.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ BOMBAY MARU Capt. Tozawa,	12,500	MONDAY, 1st December.
KOBE and YOKOHAMA	HITACHI MARU Capt. Yamawaki,	12,500	THURSDAY, 4th Dec., at 11 A.M.
KOBE (Direct)	RANGOON MARU Capt. Date,	6,300	TUESDAY, 2nd December.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU Capt. Yoshikawa,	13,500	WED'DAY, 17th Dec., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	‡ TOSA MARU Capt. T. Sato,	12,000	TUESDAY, 9th December
	§ Fitted with New System of Wireless Telegraphy.		Cargo only

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER.	TONS	SAILS	WEDNESDAY
MIYASAKI MARU ...	16,000	"	28th January.
KITANO " ...	16,000	"	11th February.
IYO " ...	12,500	"	25th February.
HIRANO " ...	16,000	"	11th March.
KATORI " ...	20,000	"	25th March.
KAMO " ...	16,000	"	8th April.
KASHIMA " ...	20,000	"	22nd April.

FOR AMERICA.

STEAMER.	TONS	SAILS	TUESDAY
SHIDZUOKA MARU ...	12,500	"	27th January.
TAMBA " ...	12,500	"	10th February.
AKI " ...	12,500	"	24th February.
SADO " ...	12,500	"	10th March.
YOKOHAMA " ...	12,500	"	24th March.
AWA " ...	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
TELEPHONE NOS. 292 and 1241 11—12—13.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA Capt. G. Phillipps	About 29th Nov.	Freight and Passage.
SHANGHAI	DELTA Capt. W. E. Le Mare, R.N.R.	About 4th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. J. Coldwell	Noon, 6th Dec.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUNDA Capt. C. E. Irving, R.N.R.	About 10th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th November, 1913. [1

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
TIENTSIN	"KUEICHOW"	On 27th Nov., Noon.
SHANGHAI	"ANHUI"	On 27th Nov., 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"SUNGKIANG"	On 28th Nov., Noon.
SHANGHAI & TSINGTAU	"YINGCHOW"	On 29th Nov., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 2nd Dec., 4 P.M.
SHANGHAI	"SHAOHSING"	On 2nd Dec., 4 P.M.
SHANGHAI	"LUCHOW"	On 4th Dec., 4 P.M.
SHANGHAI & TSINGTAU	"LIANGCHOW"	On 6th Dec., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LUCHOW," and "YINGCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 27th November, 1913. TELEPHONE 36. AGENTS. [7

HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. SITHONIA ... ... 28th Nov.
S.S. EMDEN ... ... 5th Dec.
S.S. SILESIA ... ... 18th Dec.
S.S. PREUSSEN ... ... 27th Dec.
S.S. O. J. D. AHLERS ... 9th Jan.
S.S. SAXONIA ... ... 11th Jan.
S.S. SPEZIA ... ... 28th Jan.
S.S. SCANDIA ... ... 9th Feb

HOMEWARD.

FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. SITHONIA ... ... 27th Nov.
FOR ROTTERDAM, EMDEN & HAMBURG:
S.S. SAMBIA ... ... 2nd Dec.
FOR HAVRE, BREMEN & HAMBURG:
S.S. SEGOVIA ... ... 2nd Dec.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. UCKERMARK ... 4th Dec.
FOR MARSEILLES, BREMEN & HAMBURG:
S.S. WESTPHALIA ... 5th Dec.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BRASILIA ... ... 15th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th November, 1913. [9

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING	
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY,	28th Nov., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY,	2nd Dec., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY,	5th Dec., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans ...	SUNDAY,	30th Nov., at 10 A.M.
		WEDNESDAY,	3rd Dec., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th November, 1913. [6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		On 11th Dec., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed	Leave Hongkong.
* HONGKONG MARU	11,000—18 knots	...FRIDAY, 28th Nov.
SHINYO MARU	22,000—21 knots	...THURS., 4th Dec.
CHIYO MARU	22,000—21 knots	...MON., 22nd Dec.
* NIPPON MARU	11,000—18 knots	...WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots	...SATUR., 17th Jan.

* INTERMEDIATE SERVICE via MANILA. Omitting Shanghai.
All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON	£71.10.	...	RETURN (6 MONTHS)		£120.
INTERMEDIATE " "	£65.	...	"	"	£109.
FIRST CLASS TO NEW YORK	£60.	...	"	"	£96.10.
" " " SAN FRANCISCO	£45.	...	"	"	£68.

The INTERMEDIATE FARES to NEW YORK and SAN FRANCISCO are £9 lower for Single Journey and £14 lower for Return from above Rates.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	...16,500—15 knots ...	...WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [237

SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO
SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU ...	22,000 ...	21
S.S. CHIYO MARU ...	22,000 ...	21
S.S. SHINYO MARU ...	22,000 ...	21

INTERMEDIATE SERVICE.

S.S. NIPPON MARU ...	11,000 ...	18
S.S. HONGKONG MARU ...	11,000 ...	18

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Uncoualed Cuisine.

WESTERN PACIFIC--DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE, Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT.

57] 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Dec., at 4 P.M.
Superior accommodation for 1st, and 2nd Class passengers, no sartax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "NIPPON," 13,900 tons, will leave as above about 2nd December.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Sartax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6
TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 1st December, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 29th November.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,
Hongkong, 18th November, 1913. Princes' Building. [52

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE," Capt. J. BORTEFELDT,	20,300	Friday, 28th Nov., at Noon.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BRENER,	6,100	Saturday, 29th Nov., at 9 A.M.
KOBE	"COBLENZ," Capt. L. KLUGKIST,	6,750	About Tuesday, 9th Dec.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Tuesday, 2nd Dec., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th November, 1913 [4

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	
*"PRINZ LUDWIG" Capt. F. VON BINZER.	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN" Capt. A. AHLBORN.	17,300 "	ON FEBRUARY 18TH.
*"DERFFLINGER" Capt. F. PROESCH.	17,250 "	ON MARCH 3RD.
"KLEIST" Capt. L. MAASS.	17,000 "	ON MARCH 18TH.
*"PRINZ EITEL FRIEDRICH" Capt. C. MUNDT.	17,000 "	ON MARCH 31ST.
"YORK" Capt. F. LOESER.	17,000 "	ON APRIL 15TH.
*"PRINZESS ALICE" Capt. J. BORTEFELDT.	20,300 "	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELCHERS & Co., GENERAL AGENTS,
NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913. [1199

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	$10.00	MISSIONARY DIRECTORY, on paper cover	0.50
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, on cloth cover	1.00
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. Halcombe	3.50	DOG AND GUN in New Territory	1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD: with Maps and Illus.	1.75
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1912	2.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874—	
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1893—	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
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POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" " VICTORIA	1.00
TRADE MARK REGULATIONS IN CHINA	0.25	" " KOWLOON	0.75
		" " PEAK	0.75
		" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.20
		MAIL TABLES for 1913	0.50 & 0.25

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

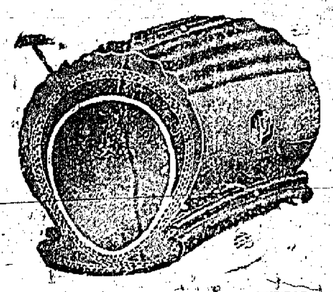
BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,700 i.h.p., Comdr. A. Cochrane, cruising
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Yangtsze.
Britomart, gunboat, 710 tons, 900 h.p, Lieut. Comdr. W. H. Darwall, Hankow
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr. Hugh P. E. T. Williams, Shanghai.
Cherut, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Shanghai.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Singapore.
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtsze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C Pasco, Hongkong.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H Jerram, C.B.,) 27,000 i.h.p., Capt. E. B. Kiddle, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p, Lt.-Comdr. Alan Dixon, Canton.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Powlett, Hongkong.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 395 tons, 6 guns, 6,500 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. E. J. G. Mackinson, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River
Rosario, depot-ship for Submarines, 930 tons 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 2,400 h.p., Lieut.-Comdr. I. A. S. H. Hutton Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Maurice B. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p, Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Triumph, battleship, 11,985 tons 12,500 i.h.p., Captain Philip Streatfield, M.V.O, Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. H. R. N. Cottrell-Dormer, Hongkong.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Hongkong.
Virago, torpedo boat destroyer, 395 tons, 6 guns, 5,300 i.h.p., Lt.-Comdr. Boddam Whetham, Hongkong.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Hongkong.
Whiting, torpedo boat destroyer 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. F. Borrett, Yangtsze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. M. B. R. Blackwood, Yangtsze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtsze.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Shanghai.

Submarines:—

C. 36, D. J. McGillewie, Lieut.-Comdr.
C. 37, J. A. Gaimes, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.
T.B. 035, Lieut.-Comdr. Handley, Hongkong.
T.B. 036, Lieut.-Comdr. Stileman, Hongkong.
T.B 037, Lieut.-Comdr. Nicol, West River.
T.B. 038, Lieut.-Comdr. Seymour, West River

PETER UNION



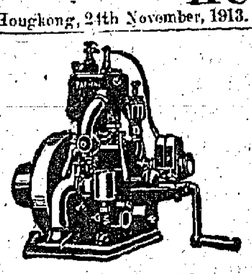
RICKSHAW TYRES

ARE THE BEST!

AGENT:

HUGO C. A. FROMM.

Hongkong, 24th November, 1913. [44-35



FAFNIR WORKS

AACHEN.

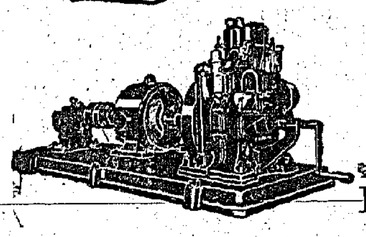
CRUDE OIL MOTORS

of really reliable Type.

MARINE MOTORS.

RICKSHAW AND

BICYCLE SPOKES.



Represented by—

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1ST FLOOR. [44-47

Hongkong, 24th November, 1913.

NATURA MILK

LION  BRAND

BEST STERILIZED MILK

ON THE MARKET.

$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

TEL. 960. 20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 24th November, 1913. [44-45

POST OFFICE NOTICE.

* Specially superscribed correspondence only.

The *Prinzess Alice*, with the GERMAN MAIL, left Singapore on Saturday, the 22nd inst., at 11 p.m., and is due to arrive here to-day.

The Hamburg-Amerika Line s.s. *Uckermark*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 8th inst., is due to arrive here to-morrow.

FOR	PER	DATE
Japan via Moji, *Victoria, B.C., and *Tacoma	*Tacoma Maru* ...	Thursday, 27th, 11.00 A M
*Tientsin	*Kueichow*	Thursday, 27th, 11.00 A M
Hoihow, Haiphong, Pakhoi and *Saigon	*Hongkong*	Thursday, 27th, 11.00 A M
Swatow	*Chowtai*	Thursday, 27th, 11.00 A M
Hongkong	*Yodo Maru* ...	Thursday, 27th, 11.00 A M
Shanghai and North China	*Den of Airlie* ...	Thursday, 27th, NOON
Swatow, and Bangkok	*Rajaburi*	Thursday, 27th, 3.00 P M
Shanghai and North China	*Anhui*	Thursday, 27th, 3.00 P M
Saigon	*Laertes*	Thursday, 27th, 4.00 P M
Philippine Islands	*Den of Crombie* ...	Thursday, 27th, 5.00 P M
*Shanghai, North China and Japan via Kobe...	*Gregory Apcar* ...	Thursday, 27th, 5.00 P M
Japan via Moji, Vancouver, Seattle & Portland	*Sithonia*	Thursday, 27th, 5.00 P M
Bangkok	*Anna*	Friday, 28th, 9.00 A M
Swatow and Bangkok	*Drufar*	Friday, 28th, 9.00 A M
Swatow, Amoy and Foochow ...	*Haiching*	Friday, 28th, 10.00 A M
*SHANGHAI, NORTH CHINA, AND JAPAN VIA NAGASAKI ... ... (EUROPE, VIA SIBERIA) ...	*Prinzess Alice* ...	Friday, 28th, 10.00 A M
Hoihow, Pakhoi, Haiphong and *Saigon ...	*Sungkiang* ...	Friday, 28th, 10.00 A M
PHILIPPINE ISANDS *JAPAN via NAGASAKI, HONOLULU, *CANADA * JNITED STATES and *SOUTH AMERICA via *SAN FRANCISCO	*Hongkong Maru*	Friday, 28th, Registration ... 10.00 A M (Registration with late fee of 10 cents up to 10.30 A.M.) Registration Kowloon B.O. at 10.00 A M Letters ... ... 11.00 A M
*Tientsin	*Cheongsiang* ...	Friday, 28th, 5.00 P M
Philippine Islands, Yap, Marcus, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Samarai, Tasmania, New Zealand, Australia via Brisbane ...	*Prinz Waldemar* ...	Saturday, 29th, 9.00 A M
Straits and India via Calcutta ...	*Kutsang*	Saturday, 29th, 11.00 A M
Philippine Islands	*Yuensang*	Saturday, 29th, 1.00 P M
Japan via Kobe, *Victoria, *Tacoma, *Vancouver and Seattle	*Ajax*	Saturday, 29th, 2.00 P M
Shanghai, North China and Japan via Yokohama	*E. F. Ferdinand*	Satuaday 29th, 3.00 P M
Shanghai, North China and Tsingtau ... (EUROPE via SIBERIA)	*Yingchow*	Saturday, 29th, 5.00 P M
*Swatow, Shanghai and North China	*Hangsang* ...	Saturday, 29th, 5.00 P M
Swatow, Amoy and Formosa via Tamsui ...	*Daijin Maru* ..	Sunday, 30th, 9.00 A M
Swatow	*Haimun* ..	Sunday, 30th, 9.00 A M
		—: DECEMBER :—
Batavia, Semarang, Soerabaya and Tjilajap ...	*Erroll*	Monday, 1st, 3.00 P M
Jesselton, Kudat and Sandakan	*Borneo*	Tuesday, 2nd, 8.00 A M
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin ...	*Taiyuan*	Tuesday, 2nd, 9.00 A M
Swatow, Amoy and Foochow	*Haiyang*	Tuesday, 2nd, 10.00 A M
Sandakan	*Hinsang*	Tuesday, 2nd, 10.00 A M
	Amazone ...	Tuesday, 2nd, Printed Matter and Samples .. 10.00 A M Registration 10.15 A M Registration with late fee of 10 cents up to 11.00 A.M. Registration Kowloon B.O. ... 9.30 A M Letters 11.00 A M
	Taming	Tuesday, 2nd, 3.00 P M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters till to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in the Contract mail) ...	*Shaohsing* ...	Tuesday, 2nd, 3.00 P M
Philippine Islands	*Kumsang*	Wednesday, 3rd, 10.00 A M
Shanghai and *North China ... ... (EUROPE via SIBERIA) ...	*Hunmun*	Wednesday, 3rd, 10.00 A M
Straits and India via Calcutta	*Tjimahi*	Wednesday, 3rd, 11.00 A M
Swatow	*Nutz*	Thursday, 4th, 10.00 A M
Batavia, Cheribon, Semarang and Soerabaya	*Choysang*	Thursday, 4th, 3.00 P M
Philippine Islands	*Lachow*	Friday, 5th, 10.00 A M
Shanghai and North China	*Haitan*	
Shanghai and North China		
Swatow, Amoy and Foochow		
STRAITS, BURMAH CEYLON, ADELAIDE WESTERN AUSTRALIA, INDIA, ADEN, EGYPT ... ES via BRINDISI (Late ... 00 to NOON, Extra Postage ... ents) (Supplementary ... il on board up to the time fixed ... parture of the mail, Extra Postage ... ents) (Letters' po... all the Pillar Boxes in time for ... first clearance will be included in ... ntract mail) ... (the Parcel ... ill will be closed on Friday, the ... th Dec. at 5 p.m. ...	*Assaye*	Saturday, 6th, Printed Matter and Samples ... ... 10.00 A M Registration ... 10.15 A M Registration with late fee of 10 cents up to 11.00 A M. Registration, Kowloon B.O. ... 9.30 A M Letters ... 11.00 A M

COMMERCIAL.

CLOSING QUOTATIONS.

November 26th

ON LONDON:—	
Telegraphic Transfer	1/11 7/16
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 7/16
Bank Bills, at 4 months' sight	1/11 15/16
Credits, at 4 months' sight	2/-
Documentary Bills 4 months' sight	2/- 1/2
ON PARIS:—	
Bank Bills, on demand	47 1/2
Credits, at 4 months' sight	52 1/2
ON GERMANY:—	
On demand	200 1/2
ON NEW YORK:—	
Bank Bills, on demand	47 1/2
Credits, at 60 days' sight	48 1/2
ON BOMBAY:—	
Telegraphic Transfer	145 1/4
Bank, on demand	145 1/2
ON CALCUTTA:—	
Telegraphic Transfer	145 1/2
Bank, on demand	145 1/2
ON SHANGHAI:—	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA:—On demand	95 1/2
ON MANILA:—On demand—Pesos—96	
ON SINGAPORE:—On demand	83 3/8
ON BATAVIA:—On demand	118 1/2
ON HAIPHONG:—On demand	1 % pm.
ON SAIGON:—On demand	1/2 "
ON BANGKOK:—On demand	78 1/2
SOVEREIGNS, Bank's Buying Rate	$10.15
GOLD LEAF, 100 fine, per tael	$53.40
BAR SILVER, per oz.	27 1/16

SUBSIDIARY COINS.

		per cent.
Chinese	20 cents pieces	$9.10 discount.
Chinese	10 "	$9.35 "
Hongkong	20 "	$6.50 "
Hongkong	10 "	$8.90 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
November 7th.	November 22nd.
November 8th.	November 24th.



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SHARE LIST.—QUOTATIONS.

HONGKONG, 26TH NOVEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$790 / L'don £79 10/-	5 1/2 p.c.
China Borneo Company, Limited ...	60,000	$12	all	$9 1/2	8 1/2 p.c.
China Light and Power Company, Ltd. ...	50,000 / 50,000	$5 / $1	all / all	$4 1/2	
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$8 1/4, sellers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 150, sellers	
Hongkong Cotton Spinning Co., Ld. ..	125,000	$10	all	$9, sellers	
Dairy Farm Company, Limited	40,000	$1/2		$7, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$89, buyers	5 p.c.
H'kong. and Whampoa Dock Co., Ld. ...	50,000	$50	all	$71 1/2, buyers	3 p.c.
New Amoy Dock Co., Limited... ..	10,000	$5	all	$3	7 1/2 p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 54	
S'hai. and Hongkew Wharf Co., Ld...	36,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited...	400,000	$10	all	$6.70, sellers	
Hongkong Electric Co., Limited ...	60,000	$10	all	$44 1/2, buyers	4 p.c.
Hongkong Hotel Company Limited	12,000 / 8,000	$50	all / all	$125 / $85	5 p.c.
Manila Metropole Hotel, Limited ..	15,000	Ps. 10	all	Ps3, sellers	
Hongkong Ice Company, Limited ...	5,000	$25	all	$152 1/2, buyers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$22 1/2	9 1/2 p.c.
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$10	all	$2	
Hongkong Steel Foundry Co., Ld. ..	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	8/3	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$315, buyers	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$161, buyers	6 3/4 p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$330	7 1/2 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 133	
Union Insurance Society, Limited	12,400	$25	$5.00	$310,	6 1/4 p.c.
Yangtsze Insurance Association, Ld ..	12,000	$100	$50	$192, @ Ex 73	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$112, buyers	6 1/4 p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9 20, sales	5 1/2 p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$50	$45	7 p.c.
Shanghai Land Investment Co., Ld...	78,000	Tls 50	all	Tls. 94	
West Point Building Co., Limited	12,500	$50	all	$70, sellers	5 1/2 p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gds. 10	all	Tls. 27 1/2, sellers	
MINING.—					
Chinese Engineering and M. Co., Ld...	1,000,000	£1	all	35/-	
Heawood Tin and Rubber Estate, Ld ..	822,000	2/-	all	2/3	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3 1/2, sellers	
Tronoh Mines, Limited	100,000	£1	all	46/6	
Peak Tramways Co., Limited ...	25,000 / 50,000 / 75,000	$10 all / $10 1/2 / $10	all / / all	$10 1/2 / $9.92 / $5	7 1/2 p.c.
Philippine Co., Limited ...	13,200	$50	all	$20, sellers	
Pulpes et Papeteries du Tonkin Societe des					
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$97 1/2, buyers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$33, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld...	30,000	$25	all	$3, buyers	
Douglas Steamship Co., Limited.	20,000	$50	all	$50, sellers	5 p.c
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$28 3/8, buyers	7 1/2 p.c.
Indo-China Steam Navigation Co. Ld	60,000 pref. / 60,000 def.	£5	all	$35, / rel. / L'don £3 7s. 6d.	
Shell Transport & Trading Co., Ld ..	4,500,000	£1	all	100/-	6 p.c.
Star Ferry Company, Limited ...	40,000	$10	all	$44 1/2, buyers	3 3/4 p.c.
South China Morning Post, Limited ...	6,000	$25	all	$27, sellers	
Steam Laundry Company, Limited ...	20,000	$5	all	$4 1/2, buyers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$7 1/2, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$8	
Union Waterboat Co., Limited ..	50,000	$10	all	$17 1/2	5 1/2 p.c.

Para Rubber in London ... ... 3/-1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VEENON & SMYTH, *Share Brokers.*

FORTHCOMING EVENTS.

Saturday, 29th Nov.:—
11 a.m.—Auction of Valuable Household Furniture, &c., at No. 9, Humphreys Building Top Flat, Kowloon, by Messrs. Hughes & Hough.

Monday, 1st Dec.:—
3 p.m.—Auction of Two Lots of Crown Land at Ho Mun Tin, by Public Works Dept.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1913. With INDEX. Price $7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 30th July, 1913.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

PRICE - - - - $5.

DAILY PRESS OFFICE.
Hongkong, 25th June, 1913.

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THE CREAM THAT CAN BE WHIPPED, BUT CANNOT BE BEATEN.

It is simply PURE CREAM.

Contains No PRESERVATIVES.

Makes splendid ICE CREAM.

Excellent with stewed and tinned fruits, fruit salads, etc.

Packed in 3 sizes of tins:—

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A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

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On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

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